

FOREIGN TRADE

Vol. V

OTTAWA, JANUARY 8, 1949

No. 106



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Foreign Trade is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

Right Hon. C. D. Howe

Minister of Trade and Commerce

M. W. Mackenzie

Deputy Minister

FOREIGN TRADE

OTTAWA, JANUARY 8, 1949

Published Weekly by

FOREIGN TRADE SERVICE

Department of Trade and Commerce

In This Issue

Caribbean—Barriers to Canadian Trade Have Been Lowered...	54
Peru—Import Controls Removed on Over One Thousand Items...	60
Australia—Industry Considerably Expanded in Past Year.....	62
Jamaica—Regulations Implemented Controlling Animal Imports...	67
Uruguay—Canada Is Indirect Purchaser of Hides and Skins.....	68
Pakistan—Agriculture Largely Determines Nature of Trade.....	72
Canada—Air Transportation is Important Factor in Foreign Trade	75
Canada—Chart of Trade with British West Indies.....	78
Canada—Trade with British West Indies.....	78
Canada—Trade with West Indies Expanded During War Period	80
Mexico—Yields from Agricultural Crops Substantially Higher...	83
Malaya—Imports of Canadian Fish Affected by Dollar Shortage.	85
Canada—Exports, by Commodities (January-November, 1948)..	88
Great Britain—Merchandise Exports Achieve Record in November	90

Regular Features

Conventions in 1949.....	91
Foreign Exchange Quotations.....	104
Foreign Trade Service Abroad.....	101
Trade Commissioners on Tour.....	92
Trade and Tariff Regulations.....	93
Transportation.....	94
Departures from Halifax.....	94
Departures from Saint John.....	96
Departures from Vancouver-New Westminster.....	99

COVER SUBJECT—Canadian flour being loaded in Halifax aboard the *M.V. Canadian Cruiser*, bound for the British West Indies. This is the principal commodity carried southbound to these Caribbean Colonies, shipments valued at \$18,608,000 in 1947, representing 23 per cent of the total Canadian exports to that territory. A wide variety of other commodities, principally consumer goods, is stowed aboard this and other vessels serving the West Indies under the Canada-West Indies Trade Agreement of 1925.

Photo by National Film Board.

Barriers To Canadian Trade With Caribbean Have Been Lowered

Restrictions relaxed to permit limited importation by Bermuda, British West Indies, British Guiana and British Honduras of some products hitherto prohibited or severely restricted—Additional dollars being made available to colonies—New scheme also applies to other hard-currency countries.

CANADIAN commodities will be enabled to enter Bermuda, the British West Indies, British Guiana and British Honduras in larger volume, commencing this month, some of the import restrictions having been relaxed by the British and other governments concerned. Concessions have been secured as a result of representations made to the United Kingdom, culminating in recent discussions in London between officials of the British and Canadian Governments. Limited importation of a number of products hitherto prohibited or severely restricted on account of the dollar shortage will now be permitted. Several hundred Canadian firms should be enabled, as a result of these negotiations, to resume their trade with a traditional market, from which many of them have been excluded for several months.

Benefits of the new scheme will not be restricted to Canada. Under existing agreements, to which the United Kingdom is a party, provisions of this plan are being extended to other hard-currency areas, including the United States, it being understood that the choice of sources of supply in each case rests with the individual purchaser.

The scheme that has been approved is more flexible than the "token import" plan that has been in effect for nearly three years in the United Kingdom. Such a plan would not have been suited to the British West Indies and other colonies in the Caribbean, where there are many separate and distinct areas, each with its own independent import controls and its different import requirements. It would be neither desirable nor practicable to impose on each of the islands and other colonies a uniform pattern of imports. Nor would it be practicable to base import licences at this time on the business done by individual suppliers in the prewar period, since when there have been great changes in the character of trade.

Additional Dollars Made Available to Colonies

Additional dollars will be placed at the disposal of each of the colonies concerned for increased purchases of a wide range of goods whose importation from Canada has been hitherto prohibited or severely restricted. Exporters will now be able to contact their agents and customers in the expectation that some import licences will now be forthcoming for the listed commodities they can offer for sale. The market will be strictly competitive, however, no specific quotas having been set up for individual products or individual firms.

Each importer will be free to purchase the goods of his choice from his preferred supplier, up to the limit of additional dollars to be made available. If the additional orders placed under the scheme are in excess of a colony's capacity to pay, the local import control authorities will be responsible for spreading the available dollars as best they can among the various importers and products.

The colonies included in this scheme are: Bermuda, the Bahamas, Barbados, British Guiana, British Honduras, Jamaica, the Leeward and Windward Islands and Trinidad.



Jamaica—Clouds lift over this and other British Colonies in the Caribbean, as a resumption of their traditional trade with Canada is made possible by the removal of certain import restrictions. Sunshine breaks forth on the northern beaches of this tropical isle.

Photo by B. Matthews.

It is anticipated that the items covered by the new arrangements will include apples; canned fruits, vegetables and soups; cooking utensils; hand tools; office furniture (metal); lamps and lanterns (ordinary and pressure types); bottle caps, buckles and fasteners (including slide fasteners); leather and manufactures thereof, other than apparel (including baggage, etc.); brushes and mops; buttons; drugs; medicines, pharmaceutical preparations; optical and dental supplies; toilet preparations, including shaving soap, tooth paste, cosmetics, etc.; soap (toilet) and cleansers; paints,

varnishes, enamels; paper and manufactures thereof (except newsprint); roofing materials; belting (leather, rubber, etc.); spare parts (other than tires) for motor vehicles; toys and dolls; hosiery and knit goods (including gloves); wearing apparel, other than hosiery; gloves of rubber; footwear (leather, rubber or canvas); electrical household appliances, equipment, wiring devices and parts; batteries; pens and pencils and parts thereof (including fountain pens); macaroni, spaghetti and vermicelli; whisky and beer; confectionery; jelly and dessert powders; and textile piece-goods. Local authorities will have discretion to add other items to this list.

"These arrangements, which are the result of friendly discussions with United Kingdom authorities, will be very welcome in Canada", it was pointed out by the Right Hon. C. D. Howe, Minister of Trade and Commerce, in announcing this scheme. "They will help in some measure to maintain Canadian contact over a wide list of items with one of our oldest and most valued export markets. They are also a tangible indication of the desire of United Kingdom authorities to mitigate, so far as the dollars available to them will permit, the effect of import restrictions on the traditional trade between Canada and the British West Indies.

"It is impossible to estimate in advance the extent to which Canadian trade will benefit. The new business will be in addition to what is already being permitted on a basis of need; and I am satisfied that, although still limited, it can reach a worth-while amount. The most important thing, however, is that sales of many products which were prohibited are now again to be permitted, so that Canadian exporters will be in a position to maintain their connections and keep their names before the public, pending further relaxations. To benefit by the scheme, the Canadian exporter is going to be in competition with other sellers, other products and other countries".

The British Government has emphasized the fact that, under the new arrangement, import restrictions have not been entirely removed. The dollar shortage continues to necessitate rigorous economies in all purchases from hard-currency countries, including Canada. The extent of the purchases that can be made by each of the colonies will be strictly limited, as are imports into the United Kingdom itself, by the amount of dollars available.

The relative amount of each product to be imported under the plan will be determined by the authorities of each colony. They will try to spread their increased purchases over a wide range of products.

By Export Division, Foreign Trade Service

In the light of the above announcement, which indicates there is a real prospect for continuation of Canada's established trade, it may be useful to review briefly those products for which Canada has developed a market in the British West Indies.

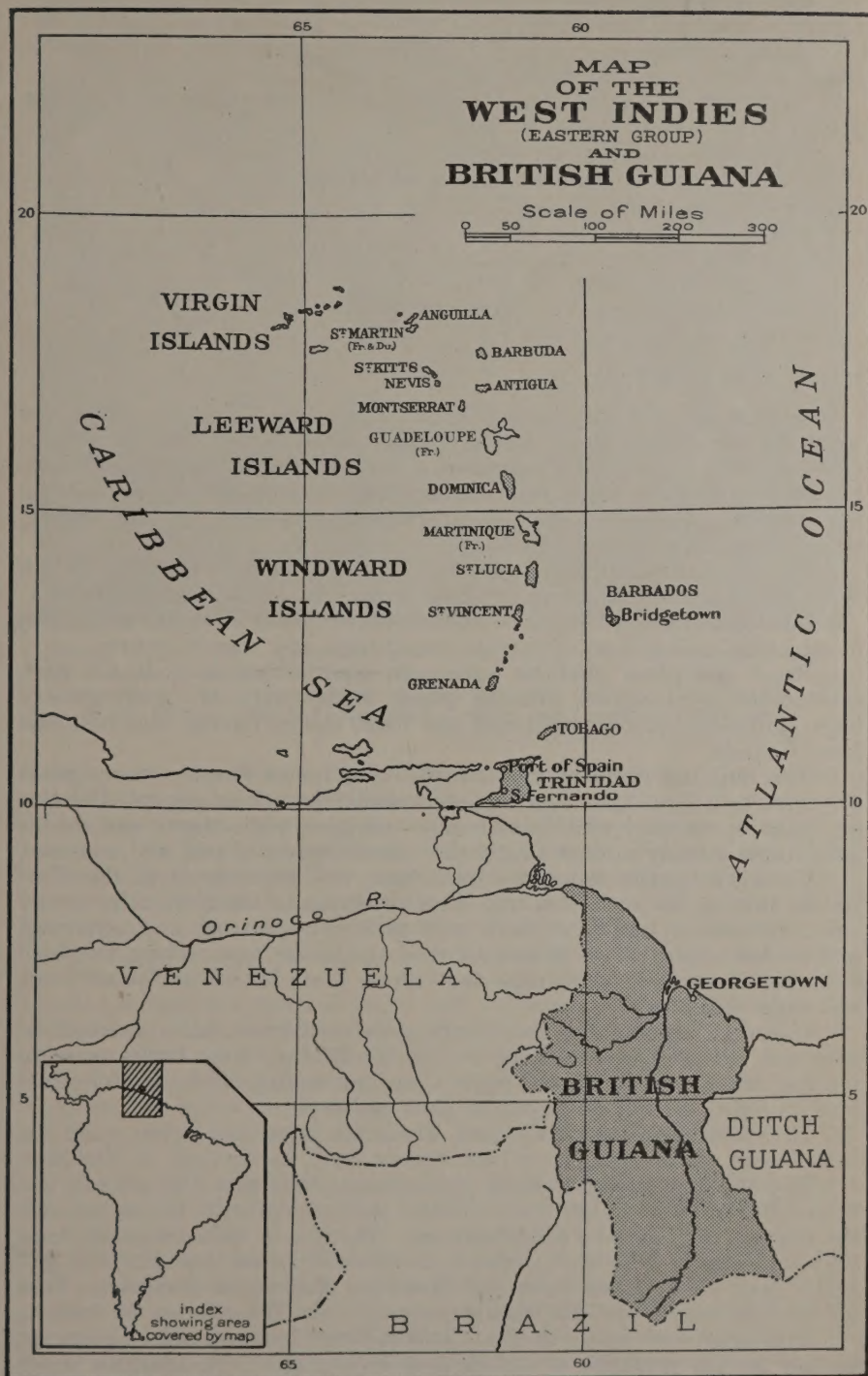
Foodstuffs continue to be among the primary requirements of the various colonies. Their economy, which is adapted to the production of carbo-hydrate foods, such as rice, sugar and, to a lesser extent, rice and ground vegetables, leaves a continuing demand for foods and feedstuffs of high protein content. Fats and oils are available to some extent through the use of coconut oil, which is manufactured into cooking oil and margarine. Butterfats are not likely to be available in the British West Indies in any quantity, as local dairies are not able to meet the demand for fresh milk. Consequently, with this background of local production in mind, it is understandable that there should be a demand for the following food items:

Flour, prepared breakfast cereals, oatmeal and cornmeal.

Animal and Poultry Feeds—Oats, commercial mixed foods, bran and pollards, and linseed oilmeal.

MAP
OF THE
WEST INDIES
(EASTERN GROUP)
AND
BRITISH GUIANA

Scale of Miles
0 50 100 200 300



Fish—Dry salted cod, smoked herring and bloaters, pickled mackerel, canned salmon and canned sardines.

Dairy Products—Condensed milk, butter, cheese, dried milk powder, evaporated milk, milk food beverages.

Meats—Pickled pork, hams, fresh frozen meats, pickled beef, frozen poultry, cold storage eggs.

Vegetables—Potatoes and onions.

Canned Goods—Vegetables, fruits and soups.

Beer.

Dried split peas.

Condiments.

Confectionery—Chocolate bars.

Fresh apples, during the Christmas season.

Groceries—Miscellaneous.

Manufactured Foods

Agriculture and the processing of agricultural products being the principal activity of people in the British West Indies, there is a large demand for manufactured consumer goods. In this connection, Canada has built up over the years a satisfactory trade in both cotton and artificial silk textiles, wearing apparel or all kinds, especially footwear, hosiery, shirts, underwear, dresses and hats.

Canadian chemical firms have established a reputation in the British West Indies for fertilizers, proprietary medicines, paints and varnishes.

Canadian household ware is well known, including electrical appliances of all kinds, cutlery and silverplate, small tools and aluminumware.

Paper and paper products have been exported regularly in the past, such items as newsprint, printing paper, kraft wrapping paper, grocery bags, cardboard cartons, wallpaper and toilet tissues having been obtained from Canada.

The building trade in the British West Indies has for many years depended to a large extent on Canadian supplies, such as cement, Douglas fir, cedar, spruce and white pine lumber, shingles, while staves and shooks have found a ready market among the manufacturers of rum and molasses.

Canada's heavier industries have been well represented in the West Indian market by such iron and steel products as metal furniture, wire nails, galvanized iron pipe, bolts and nuts, wire netting and screening, and modest quantities of structural steel and sewer pipe. There has been a market for sawmill machinery and certain parts for use in the oil fields and sugar industry.

Canadian automobiles and trucks, with their spare parts, accessories, tires and batteries, were selling well in the British West Indies prior to the imposition of restrictions, while Canadian rolling stock has for years been included in the equipment of local railways.

In heavy electrical equipment, Canadian wire and cable, conduits, switch gear, meters, etc., have been widely used, particularly in Trinidad.

The above represents a small proportion of the items that are required by the British West Indies, and indicates the reason for its having aroused the interest of Canadian manufacturers. There is a wide range of items that are listed in "Trade of Canada—Articles Exported to Each Country", which may be obtained from the Dominion Bureau of Statistics. That for the Calendar Year 1947 should prove useful. The price is 25 cents.

Provision was made in the Canada-West Indies Trade Agreement of 1925 for the operation of a steamship service that would furnish transportation for mails, passengers and freight between Canada and the various Caribbean colonies, and between the islands. Five ships were built for this trade and quickly became popular. The S.S. *Lady Rodney* and *Lady*



British Guiana—M.V. *Canadian Constructor*, one of the ships provided under the Canada-West Indies Trade Agreement of 1925, unloading cargo in Georgetown. She is operated in conjunction with the S.S. *Lady Nelson* and *Lady Rodney*, the M.V. *Canadian Cruiser* and *Canadian Challenger*.

Photo by Canadian National Steamships.

Somers were operated on the western route to Bermuda, the Bahamas and Jamaica, while the *Lady Drake*, *Lady Hawkins* and *Lady Nelson* served the eastern route, south to Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad and British Guiana. Three of these fine vessels were war casualties, only the *Lady Nelson* and *Lady Rodney* surviving. They have been joined, however, by three smaller motor ships, the *Canadian Cruiser*, *Canadian Challenger* and *Canadian Constructor*, which supplement regular sailings by other vessels.

Trans-Canada Air Lines recently inaugurated a regular service from Toronto to the Bahamas, Jamaica and Trinidad, which supplements that to Bermuda. This should facilitate the further development of trade relations between Canada and the British West Indies, and further stimulate interest in the tourist industry. As the number of visitors to the islands increases, the inflow of Canadian and American dollars will rise and there will be a greater demand for goods from this and other hard-currency countries.

Taking into consideration the cost of maintaining a regular steam ship service to the British West Indies, Canada derived relatively little advantage from her trade with the colonies, as Great Britain supplied the greater proportion of the consumer goods purchased. During the war, however, when other sources were cut off, the British West Indies obtained an ever-increasing volume of their requirements from Canada, and manufacturers in this country were enabled to establish a firm basis for trade. As a shortage of dollars developed, however, import restrictions were imposed, causing considerable embarrassment to some Canadian exporters. With these factors in mind, negotiations were initiated, and concessions were granted by the United Kingdom.

Peru Removes Import Controls On Over One Thousand Items

Effective December 3, no import licence or exchange authorization required for goods on specified list—Unessential or luxury goods only are excluded.

By C. J. Van Tighem, Commercial Secretary for Canada

LIMA, December 14, 1948.—Peru has removed import restrictions on over a thousand items, a decree issued on December 3 having indicated that no import licence or exchange authorization would be required for the importation of goods on the specified list. These may be imported on the basis of free exchange.

In order to supply exchange for this free importation, the government has provided that exporters may retain 55 per cent of the exchange derived from exports. This is made available to exporters in the form of exchange certificates, which have a validity of sixty days. If the exchange certificate has not been used during this period, it will be redeemed by the government at the official rate of exchange of Soles 6.50 per dollar. In the event that sufficient reason can be given for not having used all or part of the exchange certificate, the government will issue a new certificate for the unused part. The remaining 45 per cent of exchange resulting from exports is to be retained by the government for the purpose of importing essential foodstuffs and pharmaceuticals, and for the government's own requirements.

Items Permitted Free Entry Total 1,333

The list of products, which may be imported freely, was released on December 9. Of the 3,515 items in the Peruvian Customs Tariff, only 1,333 have been included in the list. The excluded items are principally products considered unessential or luxury goods, such as automobiles, radios, electric stoves and heaters. The permissible items consist mainly of necessary foodstuffs, such as meat; wheat, flour; milk in evaporated, condensed and powdered form; potatoes; lard, margarine, vegetable oils, etc.; chemical products, pharmaceuticals; paper; rubber products, such as airplane tubes, bicycle tubes, tractor tubes and tires, rubber hose; wood-pulp and wood, such as railway ties and Oregon pine; textiles of certain types, non-metallic mineral products; lubricants and combustible oils; tools and machinery.

The government has advised that the exchange retained by it, corresponding to the 45 per cent resulting from exports, will be used for the importation of the following products:

- Cattle, for immediate slaughter.
- Beef, with or without bone.
- Mutton, with or without bone.
- Pork, with or without bone.
- Evaporated whole milk, with not less than 7.8 per cent fat.
- Condensed whole milk, with not less than 8 per cent fat.
- Powdered whole milk, in airproof containers, with not less than 24 per cent fat, for children.
- Powdered milk, partially skimmed, with not less than 15 per cent fat, in airproof containers, for children.
- Humanized milk.

Acidified milk, with lactic acid, for children.
 Natural butter, with or without salt, in bulk.
 Wheat.
 Wheat flour.
 Refined lard.
 Cotton-seed oil, edible, refined.
 Peanut oil, edible, refined.
 Palm oil, edible, refined.
 Coconut oil, edible, refined.
 Sunflower-seed oil, refined.
 Corn oil, refined.
 Vegetable shortening, made from cotton seed.
 Pharmaceutical products and raw materials, necessary for the national pharmaceutical industry.

Exchange for these items will be made available by the government at the official rate of Soles 6.50 per dollar. All other imports must be made on the basis of free market exchange. The government, in introducing these new regulations, has stated that its intention is to return to a system of complete freedom of importation, as soon as possible. At the present time, due to the necessity of using exchange for essentials such as foodstuffs and pharmaceuticals, it has stated such a system cannot be put into force. However, this is held forth as its objective.

The decree of December 3 provides that agricultural machinery will be exonerated from the payment of import duties and additional taxes. This is in line with the government's policy of increasing production and, in turn, exports. As yet, the necessary regulations covering this exoneration have not been published. Information concerning the items that may be imported are available in the Commercial Relations and Foreign Tariffs Division, Department of Trade and Commerce, Ottawa.

New Transport Authority Established in Northern Ireland

Belfast, October 25, 1948.—(FTS)—With the object of co-ordinating road and rail transport in Northern Ireland, the Transport Act of 1948 provides for the establishment of the Ulster Transport Authority, the membership of which has recently been announced. The passenger and freight services of the Northern Ireland Road Transport Board and the rail services of the Belfast and County Down Railway have been vested in the new authority.

The Northern Counties Railway and that part of the Great Northern Railway which operates in Northern Ireland have not yet been acquired by the Authority, but terms for the acquisition of the Northern Counties Railway have been agreed upon between the parties, subject to ratification by Parliament.

The new Authority takes over the control of 104 double-deck and 884 single-deck omnibuses and 924 motor lorries. The acquisition of the Northern Counties and County Down Railways will give it control of 340 route miles of railway track, of a total of 700 miles in Northern Ireland; 3,121 goods wagons; 447 passenger coaches; 93 locomotives; and four rail cars, and a payroll of 10,000 workers.

The Transport Act also provides for the establishment at a later date of a Transport Tribunal with wide powers, which will be authorized to hear complaints by passengers, merchants and local authorities and will fix minimum charges for road and rail services. The Tribunal will also revise fares, charges and conditions every three to five years.

Australian Industry Considerably Expanded During the Past Year

Established manufacturers to spend approximately £98,000,000 on additions to existing facilities—Wide variety of products to be manufactured locally by overseas interests—Many significant developments in industrial picture occurred from January to August, 1948.

By M. R. M. Dale, Assistant Commercial Secretary for Canada

(Editor's Note—This is the second in a series of articles on economic conditions in Australia during the first eight months of 1948, prepared for *Foreign Trade*. The first appeared in the December 25th, 1948, issue.)

SYDNEY, September 13, 1948.—Australian industry has considerably expanded in the period under review. Established manufacturers have either begun or propose to begin additions to their facilities, while new ventures will result in the production of many products. Capital expenditure of nearly £98,000,000 is involved in additions to existing facilities. Businesses in which there were British interests were estimated to account for nearly £6,500,000 of this total, while concerns with American interests account for more than £11,000,000.

New companies, which began manufacture in the past two years, are expected to invest ultimately nearly £50,000,000 in Australia. Of this total, undertakings with British interests might account for £18,000,000, those with American interests for more than £6,000,000, and those with other overseas interests for more than £1,500,000.

The establishment of ventures with overseas interests has resulted, or is expected to result, in the production of a variety of goods, including medical equipment, textiles, carpets, industrial chemicals, pharmaceutical goods, assembled motor vehicles, paper, refined oil products, internal combustion engines, paints and pigments, vacuum cleaners, fractional horsepower motors, razor blades, clocks, and thermostatic controls.

The impact of the dollar shortage has asserted itself as a form of protectionism, stronger and more effective than the tariff. Industries capable of producing commodities not requiring dollar expenditure are being developed and in some instances apparently with little regard to the ultimate effect on the Australian economy.

Acute Shortage Exists for Many Classes of Goods

Acute shortages of many classes of goods still exist and most factories are only able to furnish a portion of customers' requirements. Although there have been numerous calls for capital to effect increases in plant capacity, a considerable number of manufacturers have no desire to enlarge their works, as they look on present demand being due to abnormal conditions. They consider it best to continue as at present rather than risk capital loss when factory output generally becomes capable of meeting orders. Many shareholders of companies support this view in the belief that dividends are more likely to remain constant.

General Motors-Holden's Ltd., at Fishermen's Bend, Melbourne, expects to reach an output rate of 20,000 vehicles per annum of the all-Australian car "Holden", by the middle of 1949. Total new investment in the project to date is £8,000,000, over half of which is represented by new plant, buildings and equipment. Five pilot models of the new car have been under-



Tasmania—Plant, at Burnie, of the Associated Pulp and Paper Mills, Limited, where the manufacture of vegetable parchment papers and grease-proof glascine is planned.

going rigorous tests, and several now have more than 50,000 miles behind them. The retail price of the car has risen considerably from the original estimate of £450 to £600.

In the paper industry, several important developments have recently taken place. The two holding companies, which jointly operated Australian Paper Manufacturers Ltd., have merged in a union which saw the Australasian Paper and Pulp Company, Limited, absorb the Cumberland Paper Board Mills Ltd. The purpose of the merger was to expand operations of the subsidiary company.

The second development was the successful floating by Australian Newsprint Mills Pty. Ltd., of Boyer, Tasmania, of a new capital issue of £1,500,000, plus a bank loan from the National Bank of Australasia of a further £1,000,000 to support an increase in plant and equipment, designed to expand newsprint output from 30,000 tons to 80,000 tons per annum.

The third development in the paper industry concerned an announcement that Thomas Owen and Co. Ltd., of Cardiff, England, in co-operation with the Associated Pulp and Paper Mills Ltd., of Burnie, Tasmania, were floating a £3,000,000 enterprise to manufacture vegetable parchment papers, grease-proof glascine, and other speciality papers near Burnie. Together these same two companies with the British Coated Board and Paper Mills Ltd., of England, were establishing a second firm at Ballarat, Victoria, to produce coated papers.

Vickers Limited of England have purchased a going engineering concern in Melbourne, Charles Ruwold Pty. Ltd. In this subsidiary, Vickers will set up their Australian activities.

A hot and cold strip mill and tinplate plant, capable of rolling 1,000,000 tons of ingots a year, is to be established at the Port Kembla works of Australian Iron and Steel Ltd. The new mill would produce hot rolled strips up to five feet in width and in thickness down to .05 of an inch.

In Western Australia, the government launched a state iron and steel industry, based on large state deposits of iron ore and coal.

Fuel and Power Development Scheme Proposed in Victoria

The Victorian government has proposed a long-term development plan costing £60,000,000 to make full use of the state's resources in the form of solid fuel and hydro-electric power potentialities. At the present time, the great deposits of brown coal in Gippsland are being exploited at Yallourn, 100 miles from Melbourne. At this place, a large briquetting works turns out the soft brown fuel in a form easily used by industry and steam-operated electric generating plants. At Yallourn is the state's largest existing source of electric power, a steam-operated plant producing 180,000 kilowatts per annum. This installation is to be increased to a generating capacity of 300,000 kilowatts. The subsidiary generating station at Newport, a suburb of Melbourne, is to be enlarged to a total of 60,000 kilowatts.

In addition to the solid fuel schemes, the State Hydro-Electric Power installation at Kiewa will be enlarged to a capacity of 289,000 kilowatts (387,000 h.p.) at a cost totalling £25,000,000.

A few miles from Yallourn, at Morwell, a total of £20,000,000 is to be expended over the next eight years to exploit another huge brown coal deposit. New briquette works will be built to produce 1,300,000 tons of briquette fuel per annum by 1956.

The whole development program will require new railway lines, new highways and the planned erection of new towns. The principal motive for the whole scheme is to make Victoria independent of supplies of coal from New South Wales.

Significant Developments Occurred in Base Metal Field

In the base metal field, significant developments occurred. Zinc Corporation Ltd. purchased the Imperial Smelting Corp. Ltd., of England, for the sum of £4,000,000 as part and parcel of a scheme to double the output of zinc, to produce sulphuric acid and by-products, including fertilizers, and to build a complete new refinery in Australia. Broken Hill Corp. Ltd., a subsidiary of Zinc Corporation Ltd., bought out Sulphide Corp. Ltd., for the sum of £1,200,000. The base metal picture in Australia assumes more and more the outline of a complete monopoly integrated vertically.

Metropolitan Portland Cement intends to establish a modern wet process cement works with an annual initial capacity estimated at about 150,000 tons per year.

Overseas mining experts have estimated that abandoned pillars in New South Wales coal mines contain 240,000,000 tons of coal. They believe that about 170,000,000 tons could be mined safely by mechanical methods. The 240,000,000 tons of coal are equivalent to about 22 years production in New South Wales, based on the present average annual output of between 11,000,000 and 12,000,000 tons a year.

Coal Output Interrupted by Labour Disputes

Notable improvements in conditions in the mining industry have followed the creation of the Joint Coal Board in 1946, but production has been continually interrupted by long series of strike stoppages. Losses (all kinds) have exceeded 1,000,000 tons for the year so far, and the present level of output falls sorely short of the full requirements of industry.

Drastic consumption cuts were introduced by the Board on June 22, 1948, and have continued with only slight modifications during July, causing

economic dislocation which extends to other states dependent on New South Wales coal supplies. Power and gas restrictions have been discomfiting to the public during a severe winter and have caused reduced output in many industries.

The government of Western Australia has recently indicated that it will vote funds to develop the Collic coal field, which has been relatively unexploited heretofore and has great possibilities. The purpose will be to make the State independent of coal imports from New South Wales.

Queensland last year produced only 1,700,000 tons of coal, but plans are underway at Blair Athol to greatly increase production. If present expectations materialize, coal will be available not only for Australia's requirements but for export. Blair Athol's four-square-mile basis is said to contain 200,000,000 tons of black coal that can be exploited by open cut mining.

The Australian Aluminium Production Commissioner is considering exploiting bauxite deposits at Inverell in northwestern New South Wales. It is stated that these deposits are capable of supplying all Australia's aluminum requirements, and are sufficient to keep the commission's aluminum plant in Tasmania at its full initial capacity for 60 years.

The Tasmanian plant is expected to be in production in 1951 and is designed to turn out 10,000 tons of ingot aluminum per year. The Commission's decision on the Inverell project, which will involve plant worth about £500,000, is dependent on the availability of cheap coal and power.

Evidence of uranium ore has been discovered in an abandoned copper and silver mine in New South Wales. Uranium is also being mined by the South Australian Government and was the subject of discussions between



Courtesy Canadian Geographical Society.

the State and Commonwealth Governments. It was concluded that the Commonwealth had the right to acquire the uranium produced, under suitable compensation terms.

An experimental rocket range is being established in Central Australia at a cost of £50,000,000.

Housing is still the most acute and unyielding of Australia's many domestic problems. It is estimated that the number of new dwellings required in Australia during the eight years ended December, 1947, was about 390,000. The rate of building in 1939 was 40,000 per year, whereas the total construction for the eight years was only 16,000 dwellings. Thus 1948 began with an inherited shortage of 230,000. Taking into account immigration, the Commonwealth government has estimated the need to construct 600,000 houses in Australia during the next ten years.

Production of building materials and other essential fittings necessary for the construction of houses has been greatly increased, but much greater production is required. A proposal to import prefabricated houses from Sweden is now being considered.

The average monthly number of building permits issued in 1938-39 was 1,600, representing £1,933,000. In May, 1948, 2,725 permits for £4,873,000 were issued, representing an increase of 173 in number but £1,172,000 in value. It is estimated that housing costs are now 85 per cent higher than in 1938-39.

Northern Territory Development Under Discussion

Future development of the Northern Territory is under discussion between the Minister for the Interior and British financial interests. Vestey's Ltd. are interested in extending their present large holdings in the territory. Vestey's lease about 15,000 square miles of grazing land on 42-year leases. Bovril Estates Ltd. are exploring the possibilities of building a new beef extract factory at Katherine.

The main view of the government is that 42 years is sufficient time for holders to develop leases and receive an adequate return. It is also the government's view that leases should not exceed 5,000 square miles each. There is a difference of opinion between the government and the holders as to whether a railway should precede, and thereby assist the development of holdings, or be built only when the holdings are sufficiently developed to warrant a line.

Philippines Allocate Funds for 1949 Budget Year

Hong Kong, December 7, 1948.—(FTS)—The ordinary budget of the Philippines for July 1, 1948, to June 30, 1949, calls for an appropriation of 232 million pesos. About 70 per cent of this amount is earmarked for disbursement by three departments: Education, 73 million pesos; National Defence, 55 million pesos; and Department of Interior, 32 million pesos.

Supplementary appropriations of 117 million pesos are provided for public works and back-pay sinking fund. Against a total appropriation for all purposes of 349 million pesos, revenues are estimated at 270 million pesos with a first estimate of the deficit at 79 million pesos.

In presenting this budget the official statement calls for elimination of the deficit through increased efficiency of tax collection and deferral of the "least urgent" of the public works projects.

Revenues during the first quarter of the fiscal year lend strength to the belief that the deficit will be substantially curtailed. Collections established an all-time high of 86,855,000 pesos, which is some 35 per cent higher than for the last fiscal year.

Jamaica Implements Regulations Controlling Imports of Animals

New regulations supersede and consolidate those previously in effect—Imports of certain animals from some sources prohibited—Health certificates required—Regulations apply to other items of import.

By R. V. N. Gordon, Assistant Canadian Government Trade Commissioner

KINGSTON, October 21, 1948.—Effective October 15, 1948, the Jamaica Government issued regulations that supersede, consolidate and amplify those previously in effect under a law passed by the Legislature in 1943 to control the importation of animals into the colony and prevent the spread of animal diseases.

Under the regulations, it is provided that no animal and no animal biological product intended for use in veterinary medicine shall be imported into Jamaica except in accordance with the terms of a permit granted by the Director of Agriculture, and that no animal shall be landed without the prior written permission of the government inspector, or elsewhere in the Island than at the port or airport of Kingston. The Director of Agriculture has, however, discretionary power in regard to place of landing. All animals must be inspected upon arrival.

Health Certificates a Requirement

Importation of all kinds of animals from the Turks and Caicos Islands is prohibited, and monkeys and pigs, unless pure-bred, may not be imported from any country. Dogs, cats and horses may be imported only directly and only from Great Britain, Northern Ireland and Eire; cattle, pigs, sheep and goats only directly and only from those countries, Canada and the United States. In the case of imports of any of the above-mentioned animals or of any animal from the Cayman Islands, the Government inspector must be supplied with written certificates of freedom from disease, issued by specified competent authorities in countries of origin. Rabbits, guinea pigs, fish, turtles and caged birds are allowed in from all countries except Trinidad and Tobago and any part of South America.

The fresh and preserved carcasses of cattle, pigs, sheep and goats, and parts of such carcasses may be imported only directly and only from Great Britain, Northern Ireland, Eire, Canada, New Zealand, Australia and the United States, but this restriction does not apply to cooked or sterilized canned meat.

Imports of Fodder and Litter Restricted

Imports of fodder and litter are prohibited except when received directly from Great Britain, Canada or the United States. In the case of such imports from Great Britain, the importer must supply the Government inspector with a certificate issued by the British Ministry of Agriculture and Fisheries that the area of origin and the district through which transportation was made are free of foot-and-mouth disease. The separate importation of the droppings of animals (except of birds) and of used or second-hand animal blankets, saddle-cloths, felting, pads and similar articles is prohibited. Used or second-hand harness and other animal trappings must be fumigated before permission to land them is granted.

The regulations specify the procedure to be followed in the landing of animals, quarantine and other related matters. Except in respect of dogs, they do not apply to imports by or on behalf of the Jamaica Government.

There are detailed and comprehensive regulations for the control of rabies, anthrax, swine fever and epizootic abortion in cattle.

Canada Is An Indirect Purchaser Of Uruguayan Hides and Skins

Canadian tanners buy their supplies through brokers in United States centres — Production of woollens most important branch of Uruguayan textile industry—Forest products must be imported—Metallurgical output small—Building materials in good supply.

By R. E. Gravel, Assistant Commercial Secretary for Canada in Australia

(Editor's Note—This is the second of two articles on Uruguay as a market, prepared for *Foreign Trade*.)

BUENOS AIRES, September 21, 1948.—Hide exports from Uruguay in 1946 were valued at U.S.\$21,821,052, and the distribution among principal purchasing countries was: United States, 19 per cent; United Kingdom, 16 per cent; France, 14 per cent. Other destinations, in decreasing importance, were: Italy, Switzerland, Sweden, the Netherlands, South Africa, Venezuela and Brazil. Total Canadian importations of this item from Uruguay in 1946, according to Canadian statistics, were as follows: raw cattle hides, \$355,774; raw calf skins and kips, \$1,137,624; raw sheep skins, \$1,543,830; raw goat and kid skins, \$551,996; others, \$61,945.

Over a period of years, many Canadian tanners have relied on the nearby United States broker for their requirements in hides and skins. These brokers represent important foreign producers or have representatives in the larger hide and skin centres of the world, such as Buenos Aires and Montevideo. Because of the extent of their business and trade connections and the wide variety of the grades of hides and skins which they handle, United States brokers can usually deliver on short notice any desired grade. This service is of great benefit to the tanner, inasmuch as inventories may be kept at a minimum, thus tending to reduce losses. Imports into Canada from the United States, which actually originate in Uruguay, cannot be identified. Difficulties of another nature are also encountered in promoting direct trade in this line between Uruguay and the Dominion. Many of the larger foreign producers, already represented in the United States, will not appoint a Canadian agent or, alternatively, will not sell to a Canadian broker or importer because of their United States connections. Many United States houses regard Canada as being within their selling territory, and the foreign supplier acquiesces in this view.

Wool is Most Important Textile Produced

Woollen mills comprise the most important branch of the textile industry in Uruguay. Native wool yarns are used by local knitting and weaving establishments and, although the fabrics woven are all of the medium- and lower-priced grades, they are reported to compare favourably within their price range with cloth made in Europe and the United States. The industry does not normally export but, during the war years,

foreign orders, principally for blankets and yarns, taxed the capacity of the local factories. There have been cotton-weaving mills in Uruguay for many years, but cotton spinning was only begun during the Second World War. There are now two yarn carding establishments, both located at Montevideo, and most of the raw cotton used comes from Paraguay. Cotton duck used in the manufacture of "alpargatas" (local footwear) is one of the chief items of manufacture. There is a large production of knit goods of wool, cotton and silk. Felt hats are also made and small shops and household establishments fashion a variety of articles. Wool is the greatest source of Uruguay's income, representing more than 40 per cent of the total value of exports.

***Canadian Exports of Fibres, Textiles and Products to Uruguay**

	1945	1946	1947	Jan.-June 1948
		Canadian dollars		
Cotton fabrics .....	....	49,154	675	....
Cotton manufactures	6,068	230	599	....
Artificial silk thread and yarn .....	....	2,368	26,058	18,790
Artificial silk fabrics .....	....	50,465	28,973	....
Artificial silk manufactures	9,183	5,459	480	....
Full-fashioned stockings .....	....	1,815	2,519	....
Oilcloth or linoleum .....	....	6,826	3,129	....
Silk manufactures .....	....	....	4,194	29,251
Miscellaneous	689	1,511	3,031	....
Totals	15,940	117,828	69,658	48,041

***Canadian Imports of Fibres, Textiles and Products from Uruguay**

	1945	1946	1947	Jan.-June 1948
		Canadian dollars		
Wool in the grease	26,551	168,452	35,657	71,646
Wool washed or scoured .....	....	13,898	....	237
Wool pulled or slipped .....	....	6,802	....	....
Worsted tops .....	....	254,074	42,540	....
Yarns, wool, n.o.p. ....	....	1,508	....	....
Waste for wiping rags, n.o.p.	10,474	2,987	....	....
Garments, knitted, n.o.p.	227	2,165	....	....
Gloves, mitts and mittens, n.o.p. ....	....	393	176	....
Totals	37,252	450,279	78,373	71,883

Uruguay is poor in forest resources, and most of its requirements in lumber have to be imported, some of it being worked into millwork, furniture, plywood and cooperage.

***Canadian Exports of Wood, Wood Products and Paper to Uruguay**

	1945	1946	1947	Jan.-June 1948
		Canadian dollars		
Planks and boards, Douglas fir .....	....	9,646	29,034	....
Planks and boards, hemlock .....	....	23,500	2,250	5,832
Planks and boards, pine .....	....	5,845	....	....
Planks and boards, other .....	....	266	....	636
Manufactures of wood	835	210	2,573	1,498
Pulp and paper board .....	....	1,927	2,775	3,008
Newsprint	842,210	880,236	1,236,512	567,798
Hangings or wallpaper	4,595	8,067	5,707	....
Miscellaneous paper products	1,423	5,632	5,702	2,535
Totals	849,063	935,329	1,284,553	581,307

There are five paper and cardboard mills in Uruguay. The principal company, which was organized in 1892, has two plants manufacturing wrapping paper, writing and book paper, absorbent paper, tissue paper and paper board, with an estimated daily production of about 22 tons.

*Figures issued by Dominion Bureau of Statistics, Ottawa.

All the other companies have a combined production of about 7 tons daily. The most important of these produces writing and printing paper, kraft paper and machine-glazed wrapping paper. Chemical pulp is also produced from wheat straw in Puerto Sauce. Total paper production in Uruguay in 1940, according to the latest available official figures, was 1,800 short tons. Total imports of paper during that year were 17,900 short tons, of which 14,700 tons were newsprint.

Metallurgical Production Small

The most important metal-working plants in Uruguay are the railway shops and foundries, which, besides doing their regular repair work, also make a considerable variety of parts and castings. There is some manufacture of builders' hardware, hand tools, agricultural implements, household appliances and sanitary fixtures, as well as assembly of electrical radio and telephone equipment. Prior to the war, the Government granted industrial monopolies to companies manufacturing such articles as aluminum sheet, strip and foil; enamel kitchenware and hospital equipment; pressed steel radiators, enamel bathroom and plumbing fixtures; and cast-iron pipes and drains. Small-diameter welded pipe has been made since 1930 from imported skelp. The total output of each of these companies in the metal-working field is small, and there is considerable doubt as to their economic justification, but each of the industries receives ample tariff protection and other assistance, such as a monopoly in the domestic market.

***Canadian Exports of Iron and its Products to Uruguay**

	1945	1946	1947	Jan.-June 1948
		Canadian dollars		
Ferro-silicon	32,385	14,990	3,084	5,022
Ferro-alloys, n.o.p.	38,645	14,702	4,988	3,284
Reaper-threshers	111,230	30,792	202,715	375,999
Ploughs, discs and parts	49,212	35,835	88,578	70,296
Needles	12,101	12,335	11,960	15,894
Structural steel, iron bars, etc.	6,262	3,034	5,447	5,975
Gas engines and parts	1,497	....	7,358	5,495
Farm implements and parts	25,679	26,965	87,823	52,646
Sewing-machines	22,885	69,460	135,495	7,362
Electric vacuum cleaners .....	....	988	4,704	....
Washing-machines, domestic	143	....	2,767	....
Hardware and tools	6,138	5,975	13,146	4,179
Cutlery, not plated .....	....	1,493	5,250	....
Lamps and lanterns of metal	2,428	1,484	4,915	567
Parts	2,742	3,519	13,964	35,498
Machinery and parts	58,733	47,195	62,730	69,297
Miscellaneous iron manufactures	3,437	11,254	51,740	3,999
Totals	373,517	280,021	706,664	655,513

Since 1939, furnaces and rolling-mills have been producing a limited number of products from local scrap. In 1941 a local company installed an electric furnace with a daily capacity of about one metric ton of alloy. This firm was granted a monopoly for the manufacture of manganese steel balls, and it received additional financial backing in 1942 from a group of industrialists who planned to expand its operations. Meanwhile a second group, including one of the largest foundries and machine shops in Uruguay, purchased an open hearth and a small rolling-mill in the United States for the purpose of manufacturing reinforcing steel bars, which are extensively used in building construction in Uruguay, but were difficult to obtain during the war. It is expected that these two groups will absorb the local supplies of iron and steel scrap and will require some imports from neighbouring countries.

***Canadian Exports of Non-ferrous Metals and Products to Uruguay**

	1945	1946	1947	Jan.-June 1948
		Canadian dollars		
Aluminum manufactures	80,685	172,376	49,333	175,710
Brass manufactures	12,265	21,329	7,717	12,003
Copper manufactures	75,328	89,048	240,039	3,769
Nickel, fine	7,811	7,444	....	6,171
Platinum, etc., in concentrates	15,034	5,065	1,975	....
Batteries, storage and parts	371	5,609	11,919	1,774
Electric motors and parts .....	....	621	12,206	9,263
Spark plugs and ignition apparatus	6,790	8,767	6,765	374
Electrical apparatus	2,080	16,927	28,284	2,810
Metals, unmanufactured	13,502	15,305	1,492	87
Miscellaneous	1,518	4,347	5,350	1,156
Totals	215,384	347,338	365,080	213,107

Uruguay is well supplied with building materials other than wood. Bricks, tiles, terra cotta and cement are manufactured locally. The first cement plant, erected in 1912, was sold to United States interests in 1919 and subsequently enlarged and rebuilt. This plant, located at Sagayo, makes almost all the cement needed locally, except white and special cements. A second plant started production in October, 1939, with a capital investment of 2,500,000 pesos. It has about 80 employees and manufactures cement by the wet process and operates one kiln. Its plant, located at Pan de Azucar, sells most of its product through ANCAP. Neither company receives any government protection or subsidy. Two concerns, employing some 600 workers, make enough glass containers to supply most of the demand. In 1936 a flat-glass factory began producing window and skylight glass, and there is also a company which makes glassware. A subsidiary of a United States company produces locally most of the electric-light bulbs used in the country.

***Canadian Exports of Non-metallic Mineral Products to Uruguay**

	1945	1946	1947	Jan.-June 1948
		Canadian dollars		
Asbestos milled fibres	20,467	19,304	36,819	33,500
Asbestos manufactures	2,083	5,605	....	6,003
Glass lenses, rough or finished .....	....	16,653	21,295	1,699
Glass and glassware, n.o.p.	5,180	1,374	12,022	37
Sandpaper and emery cloth	8,174	3,840	2,542	9,988
Miscellaneous .....	....	....	270	3,622
Totals	35,904	46,776	72,948	54,849

Canadian imports from Uruguay of non-metallic minerals during the period 1945-48 consisted of precious stones, not mounted, to a value of \$1,330.

Chemical industries in Uruguay were substantially developed during the First World War. A government-owned company began operation in 1915 and later expanded to cover many products. Commercial firms make paints and enamels, common soap, toilet soaps and perfumes.

***Canadian Exports of Chemicals and Allied Products to Uruguay**

	1945	1946	1947	Jan.-June 1948
		Canadian dollars		
Medicinal preparations	3,369	2,208	831	200
Paints, enamels and lacquers	8,991	8,606	7,174	....
Calcium compounds	39,396	21,873	24,086	36,857
Synthetic resins and manufactures .....	....	8,120	9,468	1,316
Miscellaneous chemical products	12,188	12,852	12,356	16,583
Totals	63,944	53,659	53,915	54,956

*Figures issued by Dominion Bureau of Statistics, Ottawa.

Canadian imports of chemicals and allied products from Uruguay during the period 1945-48 consisted of acids valued at Can.\$1,456.

Canadian exports of miscellaneous commodities to Uruguay consist mostly of combs of all kinds, goggles and spectacles, pens, fountain pens and pencils, buttons, paint brushes, etc. Imports into Canada of items under this heading were negligible.

Agriculture in Pakistan Largely Determines Nature of Trade

Principal export items are tea, hides and skins, oil seeds, cotton, jute, wool, herbs and drugs, cotton and woollen yarns, wearing apparel, fish and chrome ore—Only essential goods imported from hard-currency countries.

By G. A. Browne, Acting Canadian Government Trade Commissioner

(Editor's Note—Mr. Browne has returned home on leave and will commence a tour of Canada shortly. One crore of rupees equals \$3,000,000 approximately.)

KARACHI, November 21, 1948.—Agriculture, which characterizes the economy of Pakistan, largely determines the nature of its foreign trade. Exports comprise a relatively small number of agricultural products, on the one hand, while imports consist of a wide variety of manufactures. The principal items exported by this country are tea, hides and skins, oil seeds, cotton, jute, wool, herbs and drugs, cotton and woollen yarns, wearing apparel, fish and chrome ore, together with furniture of various kinds.

The principal imports consist of sugar; art silk yarns; cotton and woollen manufactures; fuel and lubricating oils; non-ferrous metals; wrought iron and steel manufactures, including a wide variety of rolling mill products; wire products; tubes, pipes and fittings, and hardware; cycles, carts and accessories; vehicles and aircraft; locomotives, coaches, cars and railway equipment; engines, prime movers and boilers; machinery and mill-work; electrical machinery and equipment, including transformers, generators, alternators, and switch gear; textile machinery; sewing and knitting machines; food processing machinery, flour mill, saw-mill and woodworking machinery; agricultural tools and implements, and tractors; mining, refrigerating, boot and shoe, and metal-working machinery; machine tools; clocks and watches; printing machinery; drugs; pharmaceuticals; chemicals; paints and painters' materials; typewriters, office furniture and equipment; vegetable and non-essential oils.

The countries which have mainly figured in the external trade of Pakistan, in the first year since partition, have been the United Kingdom, the United States, the Persian Gulf oil refinery territories, Belgium, France, the Netherlands, Italy, Switzerland, Sweden, Germany, Russia, Japan, China, Siam, Java, Straits Settlements, Australia, East Africa, Ceylon, Canada and India.

Raw Jute Constitutes Main Export

To complete the brief outline of Pakistan's external trade, the following figures on its volume are of interest. It is estimated that as much as 70 per cent of the value of Pakistan's exports is contributed by her raw jute. The greater part of East Bengal's raw jute shipments are presently directed

to the Calcutta mills in India, which normally take about 75 to 80 crores of rupees (\$225 to \$240 million) worth per year. The remaining quantities available, varying, at current prices, from a value of 20 to 25 crores of rupees (\$60 to \$75 million) being shipped to overseas countries. The principal overseas buyers of jute are the United Kingdom, the United States, Belgium, France, Italy and Australia.

The distribution of this most important cash crop of Pakistan between the hard- and soft-currency areas is noteworthy. According to recent figures relating to raw jute shipments from Chittagong in the first six months following August 15, 1947, 40.2 per cent of the 75,000 tons of raw jute shipped went to the hard-currency area, the United States taking a little over half of this quantity and Belgium taking a little over a third. Canada's off-take was only 0.8 per cent of the total jute shipped in the six-month period. Jute is the main item of East Bengal (Chittagong) exports and, except for this commodity, the external trade of Chittagong is much smaller than that of Karachi. Apart from the jute figures, Karachi presently handles five to six times the volume of Chittagong.

Seaborne Trade of Karachi

Fiscal year	Imports	Exports
	Crores of rupees	
1936-37	14.03	21.13
1937-38	19.58	20.89
1938-39	16.17	16.91
1939-40	15.55	16.91
1943-44	9.65	12.54
1944-45	20.29	16.29
1945-46	22.28	21.29
1946-47	28.21	37.26
1947-48	34.76	58.61
Apr.-Oct., 1948	45.27	35.63
Sept., 1947-Aug., 1948	43.99	67.89

In the four years up to 1946-47 inclusive, exports from Karachi to the dollar area (in this instance North America exclusively) have varied from between 24 per cent up to 49 per cent of total exports. Chittagong jute exports, by sea, other than to India, for the first six months of Pakistan, as indicated above, have been about 22 per cent to the United States and something less than one per cent to Canada. Apart from India, which is Pakistan's biggest customer in volume of goods and services exchanged, it appears that Pakistan's remaining overseas, non-rupee, export trade is between one-quarter and one-third with the dollar area. This assumption has been the basic conditioning factor in Pakistan's foreign trade and exchange control policy.

Because of her sterling balance reserves and greater earnings on current transactions with the sterling area (chiefly Great Britain) and the soft-currency countries of Europe, Pakistan's import trade control policy has been less restrictive against imports from these territories than has been the case with the hard-currency countries such as Canada, the United States and Belgium.

Only Essential Items Imported from Hard-Currency Areas

Because of Pakistan's relatively limited availability of dollars and other hard currencies, her import control policy has screened out all goods and commodities which, in the present light of her plans for development and industrialization, are classified as non-essentials. Import licences are issued for capital goods from hard-currency areas but, as local purchasers in the past year have found prices and deliveries from certain soft-currency countries beginning to catch up with (and in some cases improve upon) prices and deliveries on dollar-area capital goods, these local purchasers have become less and less inclined to apply for hard-currency licences.

In not a few instances where a Pakistan importer has applied for a hard-currency licence, the delay in issue has cancelled out the advantage in early delivery which imports from the dollar area had promised. Many importers, as a result, have turned back to the soft-currency countries whose goods are importable under open general licence.

The purchase of plant and technology for the many important development projects which are planned for both Eastern and Western Pakistan will represent a heavy strain on Pakistan's foreign exchange earnings and reserves. As a result, it would seem improbable that any significant relaxation of import restrictions against the dollar area will occur in the immediate future. It is also a question whether the domestic market will fill up with sterling and soft-currency goods, with a resultant slackening of 1948's energetic importing from those areas before it may be necessary to curtail these imports as well.

Great Britain and Spain Conclude Trade Talks

London, December 8, 1948.—(FTS)—The British Government has concluded talks on a "sterling payments" agreement with Spain. The arrangement, replacing the Anglo-Spanish Monetary Agreement recently cancelled as a result of the introduction of a special exchange rate system by the Spanish Government, covers outstanding financial transfers from Spain and the conclusion of a contract for oranges. As a result, it is expected that trade and payments will flow more freely.

Exchange of Goods Proposed in Japan-Siam Trade Plan

Tokyo—Japanese rolling stock and steel products and Siamese rice are the principal commodities involved in a \$68,000,000 Siam-Japan trade plan adopted by SCAP officials and a Siamese trade mission. The arrangement, including provisions for financing of trade, has been submitted to SCAP and the Siamese government for approval. It covers trade during the period ending June 30, 1949.

Under terms of the proposed arrangement, Japan expects to contract for export of approximately \$37,000,000 worth of goods to Siam, more than half of which will be rolling stock and steel products. In addition, Japan will ship substantial quantities of cotton textiles and consumer type merchandise to Siam.

The trade plan calls for export of approximately \$31,000,000 worth of goods from Siam to Japan, with rice accounting for almost three-fourths of the total amount. However, SCAP officials emphasized that the extent to which shipment of rice can be made to Japan will depend upon the amount which the International Emergency Food Council approves for allocation to Japan.

Siam also will purchase from Japan aluminum and ironware, rubber manufactures, such as auto and bicycle tires and tubes, rice brakes for mills, shoes, belting and rubber hose, pottery, porcelain, glass and glassware, paper and paper products, wood products, chemicals, and a number of miscellaneous commodities, including asbestos cement sheets, watches and clocks, pencils, thermos bottles, brushes, musical instruments, phonographs and records, cameras and cigarette lighters.

In addition to rice, the plan calls for export from Siam to Japan of sizeable quantities of salt, coconut oil, tin ore and copra cake. Other exports by Siam to Japan will include hides and skins, other foodstuffs, tin metal, gum copal and dammar, teakwood, rubber, sesame, cotton and rapeseed, buffalo horns, shellac, hide fleshing and trimmings, and glue bones.

Air Transportation Is Important Factor in Foreign Trade Field

Economic worth must be measured against individual commodity—Two “international air cargo” rates provided, based on weight of shipments—New “international air waybill” under consideration—Will stimulate trade with British West Indies.

AIR transportation is an important factor in the development of foreign trade, minimizing such barriers as distance and time. Products of Canadian agriculture and industry are being carried by aircraft in ever increasing volume, including such items as livestock, foodstuffs, clothing, drugs, documents, furs, chinaware, recordings, films, electrical appliances, watches, confectionery, machinery and machine parts, textiles, perfume, cameras, hardware and jewellery. Trans-Canada Air Lines report export shipments during the first quarter of 1948 to more than two hundred separate destinations in fifty-three countries beyond the Atlantic. Planes in its transatlantic service carried 329,000 pounds of merchandise in 1947, compared with 112,000 pounds in 1946. During the first nine months of 1948, the total was nearly 267,000 pounds, as compared with approximately 135,000 pounds in the corresponding period last year. Air express packages carried to and from the United States in 1947 amounted to 426,000 pounds, as against 181,000 in 1946.

The cost of air transportation is still relatively high, and its economic worth must be measured against the individual commodity. Air travel



Canada—Purebred Holstein cattle boarding a plane at Malton, Ont., en route to Havana, Cuba, and to San Juan, Puerto Rico. Aircraft are being used quite extensively in the transportation of livestock to foreign lands.

offers the businessman increased mobility, indirect economies and saves time in transit, while air cargo service can profitably extend markets and make a wide range of goods more readily available. With the greater utilization of aircraft and technological progress, costs will be reduced.

Aircraft offer Canadian and foreign businessmen the opportunity to travel rapidly over great distances, to survey markets and possible sources of supply in a short period of time, and to establish personal contacts with their agents or associates without absenting themselves from the home office for any long interval. In deciding to ship their goods by air, export managers must compare the higher cost involved with possible reductions in other marketing expenses and the more rapid delivery of their products. Such considerations as smaller inventories, packaging economies and lessened spoilage can often outweigh a difference in surface transportation charges.

Two International Air Cargo Rates in Effect

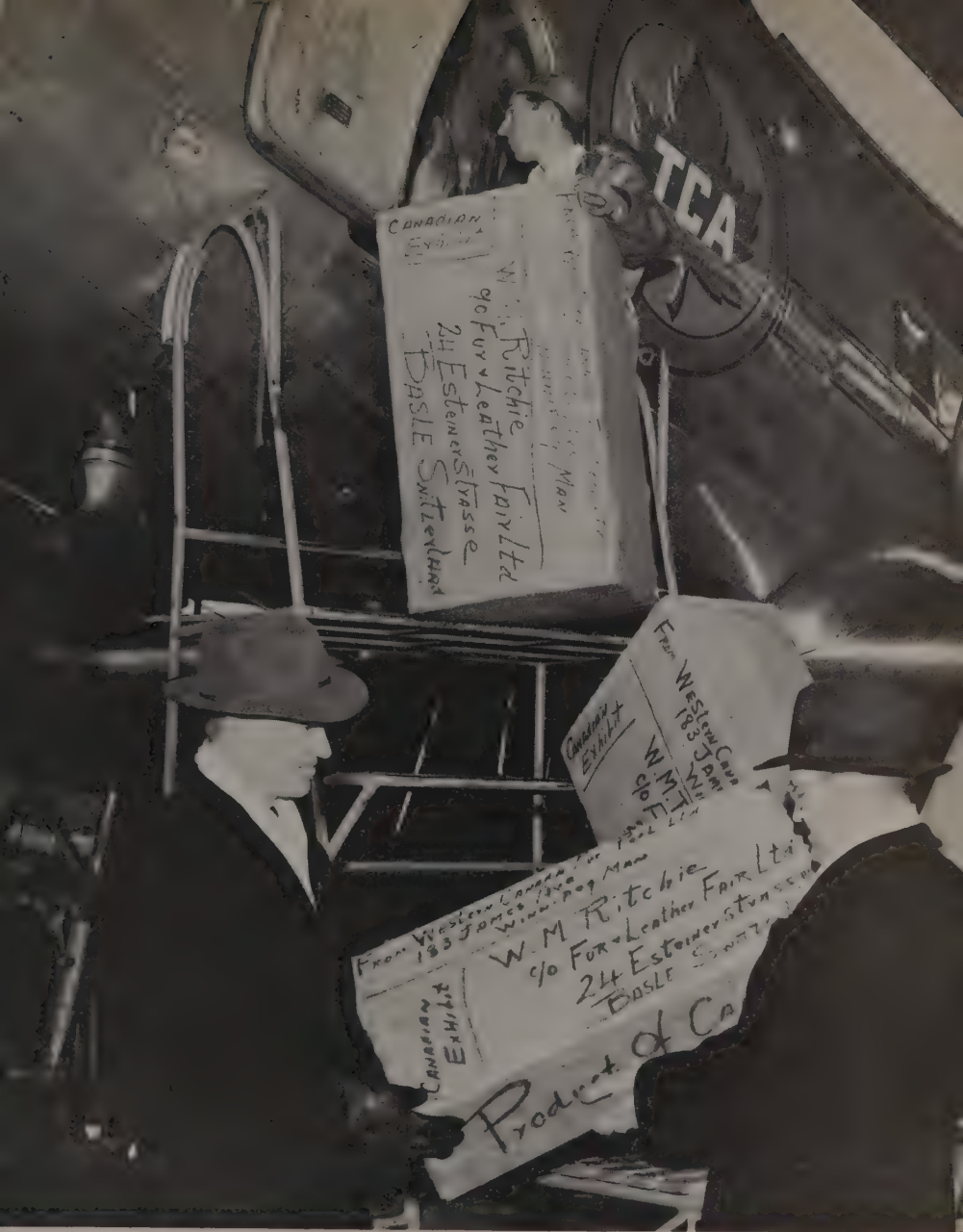
In the overseas carriage of goods by air, there is no distinction between air express, air cargo and air freight, an "international air cargo" service being provided, regardless of the weight involved. Unlike domestic air express and air cargo rates, which are calculated on a graduating scale, there are only two "international air cargo" rates; one on shipments of less than 100 pounds and the other on consignments of more than 100 pounds, the latter being normally 25 per cent lower than the former. The minimum weight on which rates are based is two kilograms, or 4.4 pounds. In addition, special commodity rates are quoted for newspapers and gift foodstuffs.

Trans-Canada Air Lines is planning the introduction of a new "international air waybill", which will be used for any shipment originating in Canada. By agreement with other members of the International Air Transport Association, it will be possible for the shipment to move on one through airbill over any number of connecting air lines to destinations throughout the world served by these operators. The association has also approved the institution of a "negotiable air waybill".

TCA is now operating twenty four-engined "North Star" skyliners of Canadian manufacture, and twenty-seven twin-engined Douglas aircraft. The former, which have accommodation for between 36 and 40 passengers, together with four tons of cargo, are used in the domestic and overseas services, while the latter, with accommodation for 21 passengers and one ton of cargo, are employed only on domestic routes.

International Services Operated by TCA

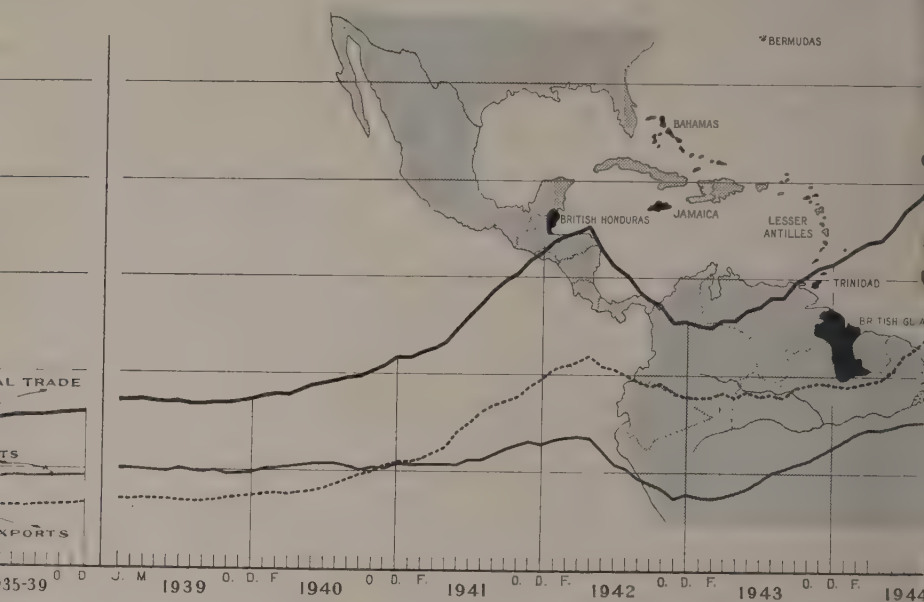
Route	Mileage	Flight time	Flight frequency
Montreal-London	3,252	16 hours	1 round trip daily
Montreal-Prestwick	2,989	14 hours	3 round trips weekly
Sydney-St. John's, Nfld.	523	4 hours	2 round trips daily
Montreal-Bermuda	1,027	5 hours	1 round trip weekly
Toronto-Bermuda	1,126	5 hours	1 round trip weekly
Toronto-Nassau	1,293	6 hours	2 round trips weekly
Toronto-Jamaica	1,786	9½ hours	2 round trips weekly
Toronto-Trinidad	2,936	17 hours	1 round trip weekly
Halifax-Boston	563	5 hours	2 round trips daily
Toronto-New York	363	2 hours	3 round trips daily
Toronto-Chicago	368	2½ hours	2 round trips daily
Toronto-Cleveland	196	1½ hours	2 round trips daily
Victoria-Seattle	103	1 hour	2 round trips daily



Canada—Part of Canada's exhibit at the International Fur and Leather Fair, held last March in Basle, Switzerland. Air transportation is being used to an ever-increasing extent for the shipment of certain commodities to foreign lands. Besides furs, these include cameras, chinaware, confectionery, documents, drugs, electrical appliances, films, foodstuffs, hardware, jewellery, livestock, machine tools, machinery and parts, perfume, recordings, textiles, watches and wearing apparel. According to Trans-Canada Air Lines, export shipments during the first quarter of 1948 went to more than two hundred destinations, in fifty-three countries beyond the Atlantic. Air cargo service can profitably extend markets and make a wide range of goods more readily available.

Photo by Trans-Canada Air Lines.

CANADIAN TRADE WITH BRITISH WEST INDIES, BERMUDA, BRITISH C WITH AVERAGE FOR THE BASE PER RUNNING TWELVE-MONTH T



Canadian trade with the British West Indies, for trade statistical purposes, is
British Honduras, Jamaica, Leeward Islands,

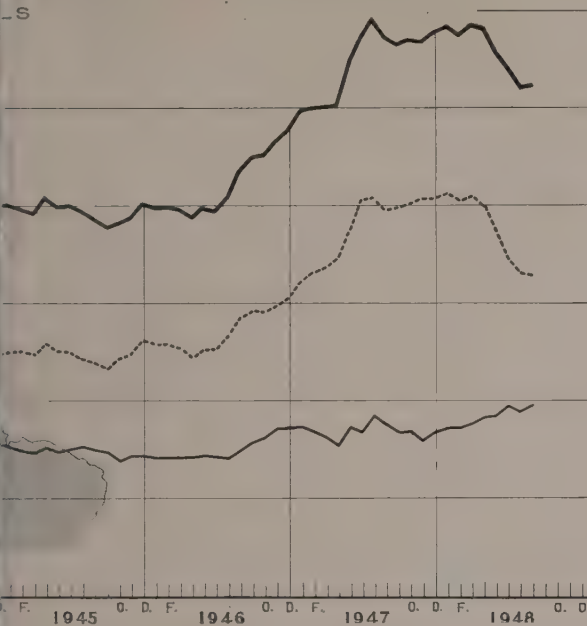
Canadian Trade With

Exports

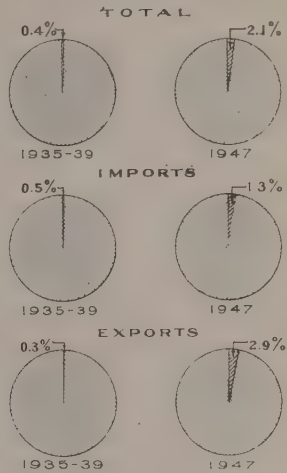
Country	Twelve Months ended August					
	Average 1935-39		1947		1948	
	Value \$'000	Per cent	Value \$'000	Per cent	Value \$'000	Per cent
.....	1,350	10.8	4,878	6.2	4,416	6.8
.....	1,258	10.1	9,493	12.0	9,340	14.3
.....	251	2.0	1,351	1.7	1,072	1.6
.....	1	.....	2,318	2.9	3,930	6.0
.....	1,155	9.3	8,221	10.4	6,371	9.7
.....	3,751	30.1	18,500	23.3	15,688	24.0
.....	1	.....	5,231	6.6	6,341	9.7
Windward Islands.....	3,123	25.1	26,033	32.8	18,244	27.9
Tobago.....	1,569	12.6	3,260	4.1	Nil	.....
.....	12,456	100.0	79,285	100.0	65,384	100.0

with "Other".

AND BRITISH HONDURAS, 1939 - 48 1935-39



RELATIVE PROPORTIONS OF TRADE
WITH
BRITISH WEST INDIES, BERMUDA,
BRITISH GUIANA AND BRITISH HONDURAS
TO
TOTAL CANADIAN TRADE
AVERAGE FOR THE BASE PERIOD 1935-39
COMPARED WITH
LATEST COMPLETED CALENDAR YEAR



es the following territories: Bahamas, Barbados, Bermuda, British Guiana,
ward Islands, Trinidad and Tobago.

ish West Indies

Imports

Twelve Months ended August

Country	Average 1935-39		1947		1948	
	Value \$'000	Per cent	Value \$'000	Per cent	Value \$'000	Per cent
Bermuda.....	102	0.6	113	0.3	62	0.2
British Guiana.....	5,348	29.0	11,716	33.5	15,488	39.7
British Honduras.....	85	0.5	843	2.4	642	1.6
British West Indies—						
Bahamas.....	1		383	1.1	588	1.5
Barbados.....	3,354	18.2	8,314	23.8	5,955	15.3
Jamaica.....	5,291	28.7	6,776	19.4	8,516	21.8
Leeward and Windward Islands.....	1		136	0.4	294	0.8
Trinidad and Tobago.....	2,362	12.8	6,373	18.2	7,497	19.2
Other.....	1,878	10.2	331	0.9	Nil	
TOTAL.....	18,420	100.0	34,985	100.0	39,041	100.0

Canadian Trade with West Indies Expanded During War Period

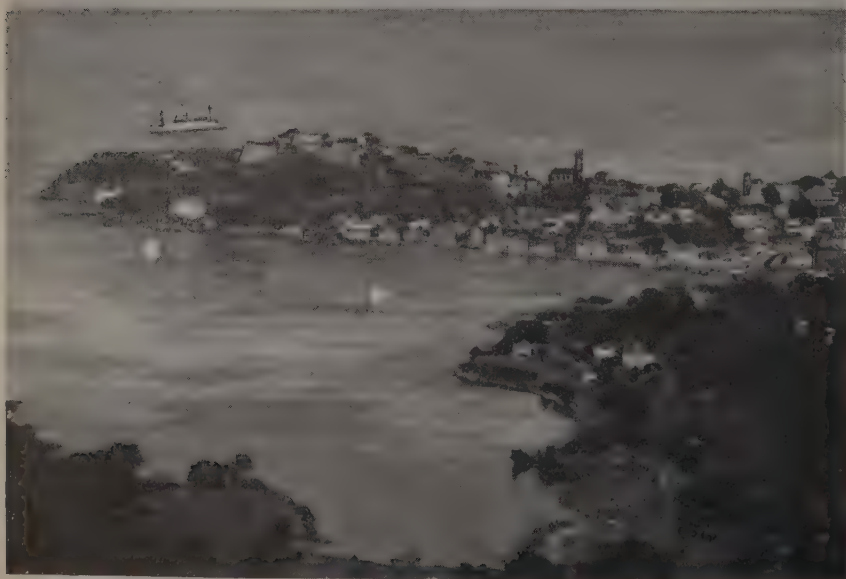
Unfavourable trade balances before 1939 have disappeared, larger purchases being made from this country since then—Canadian imports from Caribbean Colonies reach record level this year—Agreement, signed in 1925, provides for reciprocal preferences.

By Commercial Relations and Foreign Tariffs Division, Foreign Trade Service

TRADER between Canada and the British West Indies flourished prior to Confederation, lumber and foodstuffs from what are now the Maritime Provinces having been carried south in return for sugar, rum and molasses. A substantial increase in the value of Canadian exports to Bermuda, the British West Indies, British Guiana and British Honduras occurred during the last ten years, the value of shipments having risen from \$14,100,000 in 1938 to \$81,800,000 in 1947. There has been a material decline during the past year, however, the value of Canadian exports to the colonies concerned amounting to \$54,300,000 in the first eleven months. On the basis of shipments in November, the total for 1948 will be approximately \$60,000,000.

Tariff negotiations between Canada and the British West Indies were initiated in 1898, when preferential treatment was provided for sugar from the Caribbean colonies. Subsequent trade agreements, in 1912, 1920 and 1925, consolidated and extended the preferences provided by both parties.

Grenada—St. George's, capital of Grenada, which is a mountainous and picturesque island in the "Windward" group of the British West Indies. Canada became the principal source of supply for foodstuffs during the war. Among main Canadian purchases were nutmegs and mace.



Trade is being transacted at this time under the terms of the Canada-British West Indies Trade Agreement of 1925, whereby Canada undertakes to grant special rates of duty, which are in some cases lower than the British Preferential Tariff. The colonies, on the other hand, provide preferential treatment for specified foodstuffs, lumber and manufactures.

Canada Principal Source of Supply in War

Canada was the principal source of supply for foodstuffs required by the British West Indies during the war, when Great Britain was unable to provide many processed articles, while a large proportion of the manufactures needed by the colonies were obtained from this country. As the purchasing power of some three million people in the colonies increased, there developed a growing demand for consumer goods. Canadian producers diverted a proportion of their total production from domestic and other markets to meet this demand.

Since the war, the value, variety and volume of Canadian exports to the British West Indies further increased, and an all-time record of \$81,800,000 worth of Canadian goods were shipped to the various colonies in 1947. While the traditional trade in foodstuffs more than held its prewar proportion of the total, the variety of foodstuffs and other products increased substantially, spreading out over 450 separate export classifications.

Items, such as tobacco, upper leather, cordage and twine, cotton fabrics, artificial silk fabrics, men's shirts and pyjamas, hats and caps, plywood, wooden barrels, wallboard, oilcloth, motor vehicles, domestic washing machines, metal furniture, fertilizers, paints, soaps, watches and clocks, iron and steel products, either appeared for the first time in the trade returns or showed substantial increases in value.

Canadian imports from the British West Indies consist of commodities that supplement the Canadian economy. British Guiana ships bauxite, which is the ore from which aluminum is produced in this country. Raw sugar is obtained from British Guiana, Barbados, Jamaica and Trinidad. Chiclé and mahogany are the principal imports from British Honduras. Barbados is Canada's principal source of supply for molasses, and second only to Jamaica as a supplier of rum. The Bahamas were the main source of supply in 1947 for the salt required by Canada's fishing industry, and fresh tomatoes were also obtained from that group of islands. Among the principal items purchased from the Leeward and Windward Islands are nutmegs and mace, exported mainly from Grenada.

Canada's trade with Bermuda, the British West Indies, British Guiana and British Honduras since 1935 is as follows:

Canadian Trade with West Indies

	Canadian exports	Canadian imports
	Millions of dollars	
1935	10.3	16.8
1936	11.3	18.8
1937	14.5	17.9
1938	14.1	20.4
1939	19.9	19.7
1940	21.8	21.6
1941	39.3	25.6
1942	35.5	15.6
1943	38.0	25.0
1944	49.1	31.1
1945	52.3	28.5
1946	61.1	34.4
1947	81.8	33.8
1948	*54.3	**37.2

*Eleven months.

**Ten months.

Change in Pattern of Trade with Canada

A significant change in the pattern of Canada's trade with the British West Indies has occurred since the war. The colonies, as a group, enjoyed a favourable balance of trade in the 'thirties. The value of their exports to Canada equalled their imports from Canada in 1939 and 1940. Since then, however, the balance has been in favour of this country.

It has become increasingly difficult for the British West Indies to obtain sufficient dollars with which to make purchases in Canada and other hard-currency countries, with the result that import controls were imposed in an effort to confine dollar purchases from hard-currency countries to essentials that cannot be obtained from the sterling area.

Gift Parcels to Netherlands Subject to Customs Duty

Contents of gift parcels addressed to individuals in the Netherlands are subject to the usual customs duty, according to information received from the postal administration of that country. Clothing and footwear with obvious evidence of wear are admitted, however, free of duty.

Bordeaux Trade Fair to Feature Exhibit of Automobiles and Cycles

A special exhibit of automobiles and cycles, sponsored by the Federation Nationale de l'Automobile, will be featured at the 28th Bordeaux Trade Fair, to be held in Bordeaux, France, from June 19 to July 4, 1949. There will be a special week for agricultural machinery. The fair is open to all French and foreign industries.

New Sulphide Ore Plant to be Installed in Chile

Santiago.—(FTS)—The Government of Chile and the Chile Exploration Company, a subsidiary of the Anaconda Mining Company, entered into an agreement in May whereby a new plant is to be installed in the Chuquicamata copper mine to work sulphide ores. The present installations are for the treatment of oxide ores, which are rapidly diminishing. The change was necessary in order to maintain and augment the production of this important mine.

The Chile Exploration Company, in accordance with the projected plans, will invest the sum of \$130,000,000. During the first four years, it has agreed to disburse the sum of \$60,000,000, of which 40 per cent will be distributed in Chile for payment of wages, customs duties and other expenses in the country, at the ruling bank rate. The company has undertaken to start immediately the execution of a program for the enlargement and improvement of dwellings of workmen and employees at the Chuquicamata mine. It will also co-operate with the Chilean Government in order that the latter may be in a position to count on the copper which it may require to comply with the agreements or reciprocal pacts entered into with other countries. It is expected that the new plant will increase the output of Chuquicamata from the present figure of 430,000,000 pounds per year to 540,000,000 pounds. It is estimated that 1,500 workmen will be employed in the construction of the new plant, in addition to those employed in the present operation.

As regards amortization and returns on new capital invested, the Chilean Government has agreed to allow the company to deduct from its profits seven per cent of the valuation of its real estate. It may also deduct ten per cent on account of amortization of new equipment and installations, which are not regarded as real estate for taxation purposes.

Mexico Produced Substantially Higher Crops During Past Year

Increased wheat harvest will result in lower imports of flour—Tomato exports will improve following Canada's removal of import prohibition on that item—Heavy sugar crop will ensure large export surplus—Production of vegetable fibres decreasing.

By C. B. Smith, Commercial Section, Canadian Embassy

MEXICO CITY, November 24, 1948.—Mexican harvests of fruits, grains, vegetables, sugar, coffee and cotton—all the crops which are consumed domestically and all those which are becoming staple export crops—are greater this year than for many years past, and in some cases are the largest ever recorded. The corn crop of 2,832,000 metric tons is 320,000 tons greater than the previous record in 1947. It is sufficient to supply the nation's needs for human consumption and to feed a reduced number of livestock—a practice which has been hitherto unknown to the Mexican farmer. The wheat yield will be nearly 500,000 tons, 75,000 tons greater than last year. It has been increased chiefly because the government has been campaigning vigorously for greater acreages to be sown and has guaranteed a price to growers.

Production of flour from domestic wheat will be far short of the demand. However, wheat imports this year will not exceed 260,000 tons as compared with 300,000 tons in 1947 and 440,000 tons in 1944. Imports of wheat flour this year were 6,113 tons up to the end of June as against 11,340 tons in the same period of last year and a record 54,369 tons during 1944. The production of rice has risen steadily from an average of 82,000 tons during 1935-39, and the yield this year is estimated at 150,000 tons.

Exports of Tomatoes to Canada Will Increase

Another staple crop for domestic consumption, black beans, has been increased from 199,000 tons last year to 234,000 tons. The yield of chick-peas, mainly an export crop, is 119,000 tons as against 111,000 tons in 1947 and an annual average of 50,000 tons for the period 1935-39. The tomato harvest, almost exclusively from the northwestern states, will yield 246,000 tons this year, and export sales will benefit from Canada's removal of fresh tomatoes from the list of prohibited imports.

Three other vegetable crops this year are large enough to ensure a surplus for export. Green peas (1,600 tons), green peppers (8,000 tons) and garlic (2,500 tons) were sold abroad up to the end of June.

Pineapple growers harvested 128,000 tons in Mexico this year. The banana plantations yielded 520,000 tons. During the first six months of the year 45,000 tons of bananas and 20,000 tons of canned pineapple were shipped abroad.

Total yields of cotton should reach at least 550,000 bales, 75,000 bales more than in 1947. Exports may fall off a little because of the demand from domestic textile plants.

The coffee crop, which was 923,000 bags in 1947, is estimated conservatively at 940,000 bags, and the year's exports will be in proportion to the shipment of 223,000 bags up to the end of June.

Refined sugar, of which 137,000 tons were exported early this year, is the most valuable of Mexico's new export crops. The yield from the current harvest will not be less than 680,000 tons and it may reach 700,000

tons. Even the conservative figure compares with an average production of 386,000 tons during 1941-46 and average annual imports of about 40,000 tons during that period. The quantity available for export during the 1948-49 season may be nearer to 150,000 tons than to previous estimates of 100,000 tons.

The incidence of hoof-and-mouth disease in Mexico during the past two years has prohibited the export of beef on the hoof but has resulted in the establishment of a new meat-packing industry in Mexico. It has also saved the cost of importing cattle hides. Production of beef is estimated at 330,000 tons as compared with 268,000 tons last year, and that of pork has risen from 120,000 tons to 125,000 tons. Exports of canned beef—the first ever to leave Mexico—together with sugar sales, should add at least \$20 million to the value of the country's exports by the end of 1948.

Production of Vegetable Fibres Decreasing

The production of henequen and similar vegetable fibres is falling off. Henequen exports, which reached a peak of 86,000 tons in 1944, were 30,000 tons up to June 30 of this year. Ixtle, or palm fibre, exports, which were 22,000 tons in 1942, their best year, were 5,000 tons in the first six months of this year. Henequen products and ixtle products, chiefly cordage and materials for brush-making, were exported to the extent of 14,000 tons and 2,500 tons respectively during the first half of this year, most of the cordage leaving ports on the Yucatan Peninsula in Russian vessels. The current harvest of henequen fibre is reported to be reaching 58,000 bales. Statements that contracts have been signed for 50,000 bales by European buyers have not been confirmed.

It would appear that Mexico's years-old battle to increase agricultural production in order to meet the nation's basic food requirements and earn foreign exchange by the export of some crop surpluses, is being slowly won. The fact is of interest to countries, including Canada, which supply a large proportion of the world's foodstuffs. It also indicates that Mexico will, in the immediate future, improve her trade balances by eliminating the importation of farm and plantation products that are essential to her day-to-day needs.

Superphosphate Plant Under Construction in Norway

Oslo, December 6, 1948.—(FTS)—A superphosphate plant is being constructed near Odda, Norway, by the Norwegian Zinc Company. The plant has a planned capacity of 80,000 metric tons annually, which is about equal to the Norwegian consumption of superphosphate fertilizer.

The extension is well advanced, the building being practically completed. Delivery of machinery ordered in England has commenced, and the balance ordered from Belgium is expected in the near future. The new factory is planned for the most efficient utilization of the modern facilities, with the result that it is estimated that only thirty new operators will be required by the zinc company when the factory starts production. It is hoped that the plant will be ready for experimental runs by July or August, 1949, and shortly thereafter will switch over to regular production.

The annual production of superphosphate by the Lysaker chemical factory at Lysaker, near Oslo, amounts to 35,000 metric tons, so that there will be a combined surplus production above the domestic demand of that amount. It is not intended that the two firms should compete, and an unofficial division of the domestic market is contemplated, with the Lysaker company supplying Eastern Norway, and the zinc company the western and northern sections, their respective sales territories meeting in the south of Norway.

Malayan Imports of Canadian Fish Affected by Shortage of Dollars

Purchases of fresh, smoked and canned fish from Canada reached unprecedented levels in 1946 and 1947—While trade in this commodity continued to increase in 1948, shortage of hard currency will affect shipments in 1949.

By Paul Sykes, Canadian Government Trade Commissioner

(One Straits dollar equals approximately \$0.47 Canadian)

SINGAPORE, November 12, 1948.—Foodstuffs were in great demand throughout this territory in 1946 and 1947, resulting in exceptionally large imports of Canadian fresh, smoked and canned fish, compared with the modest prewar purchases of this commodity. Imports in 1947 were valued at Can.\$494,234, compared with Can.\$41,899 in 1939. However, the current shortage of hard currency has curtailed the volume of trade in fish products, and the outlook for 1949 is not very favourable.

Precise details of import control policies to be administered by the Singapore and Malayan governments during the coming year are not available. It can be at least said, however, that, with mounting evidence of a strenuous dollar-conserving policy and some improvement in the availability of supplies from South Africa and other sterling areas, there is little prospect of the business being continued except on a greatly restricted scale.

Singapore is an important market for a wide variety of fish and fish products, both for consumption throughout Malaya and for re-export to adjacent territories. There is a limited volume of business in fish at other Malayan ports such as Penang, Port Dickson, Port Swettenham and Malacca, but Singapore is predominant in Malaya's import and export trade in all these products.

Malayan Imports of Fish

	Tons	
Fish, dried and salted	14,875	S\$11,451,136
Fish, fresh	9,306	10,335,255
Miscellaneous canned fish	3,246	4,063,213
Sharks' fins	267	846,930
Canned sardines	102	189,344
Fishmaws	17	74,436
Canned salmon	7	11,518
Total	27,820	S\$26,971,832

The principal sources of supply of dried and salted fish were Siam, Indonesia, China, Sarawak, North Borneo and the United States. Fresh fish supplies originated mainly in adjacent ports of Indonesia, but were imported as well from Siam, Canada, Hong Kong and Australia. The trade in miscellaneous canned fish comprised, for the most part, imports from Mexico, Canada and India. Sharks' fins are purchased mainly from India, various South Pacific islands and Ceylon. The sardine trade in 1947 was practically a Canadian monopoly. Fishmaws were brought in mainly from Indonesia and India. The limited business in canned salmon was almost entirely of Canadian origin.

Additional imports of fishery products during 1947 were S\$3,538 worth of whale and fish oils, mainly from Siam and Norway, and 11,617 tons of fish valued at S\$2,055,306 for use as fertilizer. This trade was made up almost entirely of supplies from Indonesia.

Corresponding figures of exports of fishery products during 1947 illustrate the importance of Singapore and other Malayan ports in South-east Asia's trade in these goods. Exports of dried and salted fish reached a value of S\$4,646,284, the bulk of such shipments going to Java and Sumatra. Miscellaneous canned fish shipments, destined principally for Sumatra, Dutch Borneo and Sarawak were worth S\$806,628. Exports of fishmaws, obviously of Malayan origin, were valued at S\$455,813 and were made mainly to the United Kingdom. Including smaller values for sharks' fins, canned salmon and sardines and fresh fish, the total value of such exports reached a total of S\$6,351,189.

Malayan Fisheries Completely Rehabilitated

The annual report of the Fisheries Department of the Federation of Malaya and Singapore for the year 1947 indicates that by the end of that year, Malaya's fisheries were considered to have completed rehabilitation and to be in normal operation as far as fishing boats and their particular equipment and other fishing gear were concerned. The industry gave employment to 44,379 individuals during 1947, some 75 per cent of whom were Malays, the others being Chinese. The number of fishing boats in use was 16,215, 114 of which were motor driven, the balance being operated by sail or manpower. The bulk of salt-water fishing operations were based on the use of fishing stakes, seine nets and drift nets. These three types of gear represented some 60 per cent of all larger fishing operations.

The wide distribution of fishing activities in Malaya, as well as several other factors, make it difficult to form any accurate estimate of the industry's production. The Department of Fisheries, however, states that output in 1947 reached a minimum of 42,000 tons, made up almost entirely of salt-water landings.

Both coastal and inland fisheries supply a number of excellent varieties which are as much appreciated by the European population as by the Malays, Chinese and Indians, to all of whom such food is a staple article of diet. It is an interesting fact, also, in this connection, that current labour costs, as well as those of equipment, and the general level of prices of domestic produce force the price of several varieties of locally caught fresh fish above those of salmon, halibut and other types of cold-water fish imported from Canada, the United Kingdom and Australia.

As in most other eastern countries, Malaya's fisheries operate for the most part with primitive equipment and a general lack of cold storage facilities which act, to some extent, as a limitation on the trade in fresh fish and a concentration on tinned varieties. The cost of the fresh product is also increased by the shortage of refrigerated storage space.

Prewar Imports of Canadian Fish on Modest Scale

Canada's exports of fish products to Malaya prior to the war were of quite modest dimensions. During the calendar year 1939, for example, the business was worth Can.\$41,899, which figure included Can.\$15,440 of canned salmon; Can.\$9,348 of sardines; Can.\$7,652 of canned herrings; Can.\$6,036 of fresh frozen salmon; and Can.\$1,541 of fresh frozen halibut. The balance of Can.\$1,882 represented small quantities of other types of fresh and smoked fish, dry salt herring, pickled mackerel and canned lobster.

With the re-occupation and subsequently, the trade has undergone violent fluctuations and such abnormal trends are likely to be apparent for some time to come. Imports of Canadian fresh, smoked and canned fish reached record levels in 1947, the official Canadian return of the value

of the trade in 1947 having been Can.\$494,234. This figure is considerably less than that shown in Malayan trade statistics (S\$1,639,099), but this latter value is believed to include a number of items of non-Canadian origin which may have been sold by Canadian firms, but probably came from Newfoundland, the United States or Mexico. The trade was in any event abnormally large and a similar but less spectacular trend has been apparent during the first six months of 1948 when, according to Canadian returns, the business was valued at Can.\$105,228, which figure was again somewhat less than the Malayan estimate of S\$296,527.

Canned Herrings Principal Fish Imported from Canada

The principal items involved in this substantial trade in fish products to Malaya during the past two years have been canned herrings (usually in 14-oz. flat oval tins with tomato sauce), fresh salmon, halibut, haddock and herrings, sardines, smoked herrings, salmon and haddock and a small amount of canned salmon. The trade in canned herrings in 1947 made up no less than Can.\$386,374 out of the year's total exports of Can.\$494,234. Comparable figures for January to June, 1948, were Can.\$68,015 and Can.\$105,228. In the latter period, it is noteworthy that, with greater supplies available for export, the business in canned salmon, the backbone of the prewar trade, was resumed on a reasonably substantial scale.

With a reversion to normal trading conditions, it can be assumed that imports of fresh and smoked fillets, salmon, halibut and other similar types will be resumed on a somewhat larger scale than in prewar years or at the present time. The business should extend to well over 100 tons per year. The trade in dried or salted varieties has never been large, but there is a reasonable prospect that business in dry salt herring might be developed in Singapore as a supplement to the existing trade in Hong Kong and Shanghai. The product, however, is not well known in the local market. To obtain any substantial business it will require thorough attention and the maintenance of prices low enough to enable competition with other types of dried fish which are customarily imported from Siam, Indonesia and other adjacent sources.

In the case of canned fish, the trade will probably revert to its prewar composition, but with some increase in the value of shipments of canned herrings, this item not having been as readily available from Canadian sources several years ago as it is at present. The outlook for business in oils and other miscellaneous fishery products is likely to be very restricted, owing to weak demand and the severity of competition from other producing countries.

Belgium to Introduce New Metal Coinage

Brussels, November 17, 1948.—(FTS)—New metallic monetary units have been created by Royal Decree dated October 16, 1948, which will replace gradually all the previously existing metal coinage in Belgium. Silver will be used for the 100-franc, 50-franc and 20-franc coins, cupronickel for the 5-franc and one-franc coins and bronze for 20-centime and 10-centime coins. The complete introduction of the new coins will take several years.

The reasons given for the introduction of the new coinage are: to replace the zinc coinage struck during the German occupation; to remove certain inconsistencies existing in respect of the prewar Belgian money; and, to suppress the 5-centime pieces, whose purchasing power has become negligible as compared with the prewar period.

Canadian Exports, by Commodities

Articles	November			January-November		
	1938	1947	1948	1938	1947	1948
MAIN GROUPS	(Millions of Dollars)					
Agricultural, Vegetable Products.....	25.9	67.0	80.6	172.8	617.7	559.0
Animals and Animal Products.....	12.2	29.3	45.0	107.6	294.4	402.0
Fibres, Textiles and Products.....	1.0	3.9	3.2	12.1	45.3	42.4
Wood, Wood Products and Paper.....	19.9	78.2	81.4	193.9	800.3	872.4
Iron and Products.....	4.2	23.9	26.1	55.8	250.1	247.6
Non-Ferrous Metals and Products.....	17.0	28.8	35.7	167.2	278.0	360.7
Non-Metallic Minerals, Products.....	2.7	6.7	9.4	22.8	67.9	85.2
Chemicals and Allied Products.....	1.6	6.7	6.5	18.1	76.6	73.8
Miscellaneous Commodities.....	1.3	8.5	6.0	18.4	78.4	116.0
TOTAL DOMESTIC EXPORTS.....	86.0	253.1	293.9	768.7	2,508.7	2,759.0
Agricultural, Vegetable Products:	(Thousands of Dollars)					
Fruits.....	3,064	1,910	2,000	11,450	13,995	8,821
Vegetables.....	1,357	1,519	1,290	5,848	15,944	8,555
Wheat.....	12,727	27,081	32,774	80,346	240,832	214,635
Grains, other.....	2,112	8,704	12,477	12,046	34,856	55,665
Flour of wheat.....	1,561	13,025	12,253	16,480	185,211	113,869
Farinaceous products, other.....	1,235	1,746	1,172	10,979	16,193	19,805
Sugar and products.....	168	509	427	1,942	7,354	5,565
Alcoholic beverages.....	1,278	3,351	3,899	9,643	26,469	26,181
Vegetable fats and oils.....	24	463	1,041	152	5,953	13,490
Rubber and products.....	1,285	2,685	2,785	13,755	29,854	30,328
Seeds.....	567	3,353	8,529	2,430	13,997	38,530
Tobacco.....	141	1,148	345	5,121	13,320	7,637
Vegetable products, other.....	400	1,510	1,634	2,653	13,257	15,920
TOTAL.....	25,919	67,003	80,626	172,844	617,736	559,002
Animals and Animal Products:						
Cattle.....	1,231	1,422	14,219	8,611	13,557	67,966
Other animals, living.....	127	958	1,786	1,301	4,078	12,301
Fish and fishery products.....	2,872	8,900	7,308	24,315	74,863	73,220
Furs and products.....	475	601	704	11,889	22,404	21,844
Leather and products.....	612	1,495	967	5,161	18,582	11,949
Bacon and hams.....	2,784	3,971	1,699	28,748	53,890	67,063
Meats, other.....	693	1,752	10,083	4,860	35,792	55,958
Cheese.....	1,801	2,789	2,095	10,784	13,283	11,387
Milk products, other.....	389	1,671	1,671	4,154	14,503	16,929
Eggs, shell and processed.....	120	4,492	2,399	465	34,358	38,265
Animal products, other.....	1,134	1,287	2,070	7,316	9,046	20,113
TOTAL.....	12,239	29,339	45,000	107,604	294,355	401,996
Fibres, Textiles and Products:						
Cotton products.....	255	1,195	1,045	2,389	9,942	9,438
Flax, hemp and jute products.....	1	130	212	81	1,090	1,744
Wool and products.....	124	615	579	1,243	8,141	11,227
Artificial silk and products.....	118	809	372	2,051	10,999	6,835
Textile products, other.....	532	1,188	945	6,358	15,172	13,108
TOTAL.....	1,030	3,038	3,153	12,121	45,344	42,353
Wood, Wood Products and Paper:						
Planks and boards.....	3,475	18,392	15,490	32,589	186,274	182,805
Pulpwood.....	735	3,401	3,917	13,122	30,615	40,566
Unmanufactured wood, other.....	1,291	8,148	6,375	15,994	70,315	68,528
Wood pulp.....	2,493	15,300	17,604	25,396	160,797	193,454
Manufactured wood, other.....	241	655	442	2,700	7,184	6,804
Newsprint paper.....	10,839	28,872	34,533	95,565	311,997	345,451
Paper, other.....	753	3,063	2,767	7,602	28,160	30,655
Books and printed matter.....	100	397	231	885	5,003	4,086
TOTAL.....	19,927	78,228	81,359	193,853	800,345	872,351

Note.—Throughout this bulletin, totals represent unrounded figures, hence may vary slightly from rounded amounts.

Canadian Exports, by Commodities—Concluded

Articles	November			January-November		
	1938	1947	1948	1938	1947	1948
(Thousands of Dollars)						
Iron and Products:						
Iron ore.....		647	1,063	1	6,023	5,241
Ferro-alloys.....	175	1,820	1,827	1,055	20,012	21,775
Pigs, ingots, blooms, billets.....	140	144	258	2,546	3,939	2,508
Rolling mill products.....	277	1,303	2,418	4,685	9,398	21,062
Locomotives and parts.....	3	1,274	1,761	240	15,269	5,637
Farm machinery and implements.....	425	2,593	5,180	7,591	38,008	66,383
Hardware and cutlery.....	194	421	429	2,035	5,180	1,753
Machinery (except farm).....	964	4,460	3,474	9,091	37,020	36,145
Automobiles, freight.....	159	2,944	1,707	6,457	35,922	16,748
Automobiles, passenger.....	957	2,126	3,162	13,778	30,287	16,570
Automobile parts.....	127	1,833	759	2,465	17,935	13,311
Railway cars and parts.....	138	1,019	256	156	3,145	5,920
Iron products, other.....	657	3,291	3,824	5,708	27,925	31,745
TOTAL.....	4,217	23,873	26,117	55,807	250,064	247,598
Non-Ferrous Metals and Products:						
Aluminium and products.....	2,022	6,733	9,220	21,847	59,774	96,735
Brass and products.....	149	472	601	993	3,257	4,307
Copper and products.....	5,742	6,914	6,482	48,818	52,217	70,893
Lead and products.....	627	3,194	4,659	8,200	28,218	30,680
Nickel.....	5,647	5,007	5,530	49,716	56,054	66,499
Precious metals, except gold.....	1,673	958	1,922	21,928	20,806	23,272
Zinc and products.....	593	2,225	3,984	8,982	27,590	37,615
Electrical apparatus, n.o.p.....	334	1,921	1,322	3,850	17,828	15,112
Non-ferrous products, other.....	263	1,347	1,964	2,862	12,240	15,631
TOTAL.....	17,048	23,770	35,684	167,195	277,984	360,744
Non-Metallic Minerals, Products:						
Asbestos and products.....	1,445	3,029	3,784	11,967	29,784	37,634
Coal.....	215	457	1,781	1,430	4,751	10,145
Petroleum and products.....	127	673	873	746	6,119	8,244
Abrasives, artificial, crude.....	273	1,063	1,139	3,579	12,135	12,181
Non-metallic products, other.....	676	1,501	1,861	5,101	15,080	17,005
TOTAL.....	2,736	6,724	9,437	22,824	67,870	85,209
Chemicals and Allied Products:						
Acids.....	143	430	428	1,235	3,456	5,375
Medicinal preparations.....	165	522	218	1,435	3,951	2,949
Fertilizers.....	582	2,370	3,310	6,617	30,928	33,593
Paints and varnishes.....	85	615	529	839	6,774	5,608
Calcium compounds.....	50	306	152	450	2,049	2,560
Soda and sodium compounds.....	291	338	406	3,783	4,891	4,596
Chemical products, other.....	287	2,139	1,455	3,704	24,594	19,131
TOTAL.....	1,603	6,720	6,498	18,062	76,641	73,812
Miscellaneous Commodities:						
Toys and sporting goods.....	58	195	111	497	1,809	1,730
Films.....	181	236	474	3,308	2,856	3,546
Ships and vessels.....	8	2,884	42	200	19,081	59,191
Aircraft and parts.....	35	201	809	2,774	5,473	10,730
Electrical energy.....	368	410	275	3,832	5,250	4,101
Miscellaneous consumer goods.....	248	700	766	1,938	10,526	6,638
Miscellaneous, other.....	124	2,168	1,622	3,432	13,538	9,422
Donations and gifts.....		687	565		9,467	7,579
Non-commercial articles.....	238	1,027	1,366	2,403	10,406	13,019
TOTAL.....	1,261	8,507	6,030	18,386	78,407	115,955

Hydro-electric Surveys Will be Made in British Guiana

Port of Spain, November 15, 1948.—(FTS)—The Demerara Bauxite Company has been authorized to carry out hydro-electric surveys in British Guiana. The company will investigate four sites on its own behalf, while the government of British Guiana will survey three additional sites.

British Merchandise Exports Achieved Record During Month of November

Valued at £147,000,000, shipments were £1,500,000 higher than record established last July—Imports, valued at £181,000,000, were £6,500,000 over the total for October—Cotton exports are highest since 1929.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, December 24, 1948.—British merchandise exports achieved a new record in November, with a value of £147,000,000. This figure is £1,500,000 higher than the record established last July, and £7,000,000 higher than the total in October. Imports, valued at £181,000,000, were higher by £6,500,000 than in the previous month. The total was exceeded only in April and July since the war.

While there was a very slight improvement in the adverse balance of trade over that for the month of October, the total of £28,700,000 is the lowest deficit since January, 1947.

Allowing for the rise in prices, November exports are, by volume, estimated at 148 per cent of the 1938 figure, compared with 142 per cent in October and slightly below the estimated volume in July. Exports of manufactured goods, totalling £127,300,000, rose by £5,400,000 over those for the previous month. One-third of this increase occurred because cotton exports exceeded the year-end target of £13,000,000, and at £13,400,000 were the highest since 1929. Woollen and worsted exports, amounting to £9,400,000, were the highest since 1920, while shipments of silk and rayon goods, valued at £3,400,000, were exceeded only in July and August. Exports of machinery were £1,000,000 over the October figure and reached a total of £23,400,000.

The main features of import trade in November were increases in purchases of food, drink, tobacco and raw materials, and a fall in imports of fully manufactured goods by £6,000,000 to £35,900,000. With the exception of February, this was the lowest monthly figure for manufactured goods in any month since June, 1947.

Flax Trading Returns to Normal in Great Britain

London, December 21, 1948.—(FTS)—Effective early in January, government purchasing of flax will cease. The Board of Trade has announced all subsequent imports will be subject only to normal import licensing procedure.

Automobile Components Being Standardized in Britain

London, December 8, 1948.—(FTS)—Six of the leading British automobile manufacturers have announced a plan to accelerate standardization of all common accessories and components. The plan, which covers nine-tenths of the total output of cars, will ultimately result in a reduction of manufacturing costs of "bought-out" parts, which comprise 60 to 70 per cent of the modern automobile. Participants stress, however, that the plan will not affect basic design and that differences in style will be retained. Progress on standardization of bus and coach chassis has reached such a point that agreement only on minor details is required.

Conventions in Canada 1949

Source: Canadian Government Travel Bureau

<i>Date</i>	<i>Convention</i>	<i>Place</i>
Nova Scotia—		
May 30-June 2	Chemical Institute of Canada	Halifax
August 17-20	Nova Scotia Fruit Growers' Association	Kentville
New Brunswick—		
June 7-9	Canadian Manufacturers' Association	St. Andrews
Quebec—		
January 17-19	Canadian Jewellers' Association	Montreal
January 26-28	Canadian Pulp and Paper Association	Montreal
	(Technical Section)	
January 30-February 3	Canadian Pulp and Paper Association....	Montreal
	(Woodlands Section)	
February 6-9	Canadian Lumbermen's Association	Montreal
February 7-9	Canadian Fruit Wholesalers' Association	Quebec City
February 10-12	Co-operative Federes de Quebec	Montreal
March 7-11	Canadian Toy Fair	Montreal
May 14-20	Canadian Automotive Wholesalers' Association	Montreal
May 30-June 1	Canadian Wholesale Grocers' Association	Quebec City
June	Toilet Goods Manufacturers' Association of Canada	Murray Bay
June	Junior Chamber of Commerce of Quebec	Rouyn
September 24-29	Montreal Gift Show	Montreal
September 30-October	National Glass Distributors' Association	Quebec City
	(Eastern Division)	
Ontario—		
January 5-7	Ontario Federation of Agriculture	Toronto
January 18-20	Ontario Fruit and Vegetable Growers' Association..	Toronto
January 23-26	Canadian Construction Association	Toronto
January 31	Ontario Swine Breeders' Association	Toronto
January 31-February 2	Canadian Hereford Breeders' Association..	Toronto
February 1	Canadian Shorthorn Association	Toronto
February 1-4	Holstein Friesian Association of Canada	Toronto
February 6	Canadian Jersey Cattle Club	Toronto
February 7-9	Canadian Ceramic Society	Hamilton
March 28-29	Canadian Automotive Wholesale Association	Toronto
March 30-31	Canadian Co-op. Wool Growers	Toronto
May 22-26	Association of Operative Millers	Toronto
May 26-27	Natural Gas and Petroleum Association of Canada...	London
Manitoba—		
January	Western Canada Association of Expositions	Winnipeg
March	Co-op. Poultry Market Association	Winnipeg
September 14-16	American Fisheries Society	Winnipeg
Saskatchewan—		
February 1-3	Saskatchewan Dairy Association	Regina
August 15-20	Canadian Pharmaceutical Association	Saskatoon
Alberta—		
January 20-22	Dairy Farmers of Canada	Edmonton
January 24-30	Canadian Federation of Agriculture	Edmonton
June 15-17	Canadian Seed Growers' Association	Edmonton
June 27-30	Canadian Electrical Association	Banff
British Columbia—		
March	Canadian Association of Ice Industries	Vancouver
May 21-25	National Dairy Council of Canada	Vancouver
June 20-24	Agricultural Institute of Canada	Vancouver

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce	
Calgary—Board of Trade.	Sherbrooke—Chamber of Commerce.
Charlottetown—Board of Trade.	St. Catharines—Chamber of Commerce.
Edmonton—Canadian Manufacturers' Association.	Toronto—Canadian Manufacturers' Association.
Fredericton—Chamber of Commerce.	Vancouver—H. W. Brighton, Department of Trade and Commerce, 355 Burrard Street.
Halifax—Board of Trade.	Victoria—Department of Trade and Industry.
Hamilton—Chamber of Commerce.	Welland—Board of Trade.
Kitchener—Chamber of Commerce.	Windsor—Chamber of Commerce.
London—Chamber of Commerce.	Winnipeg—Canadian Manufacturers' Association.
Moncton—Board of Trade.	
Montreal—Montreal Board of Trade.	
Quebec City—Board of Trade.	
Regina—Chamber of Commerce.	
Saint John—Board of Trade.	
Saskatoon—Board of Trade.	

F. W. Fraser, Commercial Secretary for Canada in Melbourne, Australia, commenced a tour of Canada on October 25, visiting those sections of the country interested in trade with his area, which includes the States of Victoria, South Australia, Western Australia, and Tasmania.

Winnipeg—January 6.

Vancouver—January 10-19.

D. A. B. Marshall, Canadian Government Trade Commissioner (Agricultural Specialist), on posting to Northwest Europe, commenced a tour of Canada in Winnipeg on November 29. He will visit various agricultural centres, studying conditions and developments in the industry.

Ottawa—January 8.

C. S. Bissett, Canadian Government Trade Commissioner in Caracas, Venezuela, has returned home on leave, and commenced a tour of Canada on December 10.

Kitchener—January 10.
Windsor—January 11.
London—January 12.
St. Catharines—January 13.
Welland—January 14.
Hamilton—January 15-17.

Quebec City—January 18.
Halifax—January 20.
Saint John—January 22.
Montreal—January 24-February 5.
Ottawa—February 7-12.

G. A. Browne Has Returned from Pakistan on Tour

G. A. Browne, Acting Canadian Government Trade Commissioner in Karachi, returned home on leave last month, and will commence a tour of Canada in the near future. Businessmen wishing to discuss with Mr. Browne problems concerning their trade relations with his territory are requested to notify the Director, Trade Commissioner Service, Department of Trade and Commerce, Ottawa. This procedure will assist in the preparation of a schedule for Mr. Browne, thereby providing sufficient time for necessary interviews in given commercial centres across the Dominion. Mr. Browne opened Canada's trade office in Karachi in September, 1947.

Trade and Tariff Regulations

Period of Validity of Chilean Import Licences Extended

Santiago, December 23, 1948.—(FTS)—The strike of longshoremen in United States ports has created difficulties for importers of goods from that country covered by import licences authorized by the National Foreign Trade Council, which should lapse on December 31 in accordance with regulations. In order to avoid losses to merchants, caused by forces beyond their control, the Foreign Trade Council has agreed to extend the period of validity of import licences covering shipments from the United States for a period of sixty days, from December 31 to February 28, 1949. At the same time, it was agreed to extend by sixty days the renewal period, which is ninety days, of import licences, covering goods in the process of manufacture, ready for shipment or en route to Chilean ports. Thus, import permits covering goods in this category may be renewed up until May 30. Applications for renewal must be accompanied by an appropriate statement of the foreign manufacturer viséd by a Chilean Consul.

Commercial Invoices Required on Shipments to Colombia

The Consul General of Colombia in Montreal advises that in future four copies of the commercial invoice must be presented at the Consulate on every shipment to Colombia requiring a consular invoice. They should bear a declaration in Spanish by the shipper that the prices stated therein are correct. Previously commercial invoices had to be submitted to the Consul only for merchandise subject to ad valorem duties.

Peru Rules on Consular Fees

Lima, December 21, 1948.—(FTS)—In accordance with a Peruvian Resolution of December 20, consular fees will be collected by the Customs at the free market rate of exchange, except in the case of essential foodstuffs, pharmaceutical products and raw materials for the pharmaceutical industry, for which exchange at the official rate has been made available by the government. Import duties, assessable on an ad valorem basis, and the cargo tax will also be calculated at the free market exchange rate.

Siam Announces Import Control Policy

Singapore, December 18, 1948.—(FTS)—Effective December 16, 1948, import controls were instituted on the following commodities imported into Siam: sugar, confectionery; motor cars; toilet accessories and perfumeries; toys; foodstuffs, such as canned meats, canned sausages, canned fish, biscuits, chocolate, spaghetti and macaroni, jellies and sauces; painting oils; cement and oxygen.

Data for Exporters Compiled

Information, of particular interest to Canadian exporters, concerning shipping documents and customs regulations of foreign countries, is being compiled by the Commercial Relations and Foreign Tariffs Division, Foreign Trade Service. Countries concerning which such information is now available in a revised form are: Cuba, Denmark, Guatemala, Italy, Mexico, Norway, Sweden and Switzerland. Data on other countries will be made available from time to time.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings is furnished by steamship companies and agents concerned. This is the latest available, and is subject to change after *Foreign Trade* has gone to press.

The loading dates and name of ship are not indicated in some instances, as information available is not sufficiently definite. The name of the operator is given, however, and exporters should seek further details from the operator or agent concerned. Ships loading within ten days of the publication date of this issue are not included, excepting those bound for Newfoundland ports.

Departures from Halifax

*Sails from Saint John about three days earlier.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenço Marques..	January 10-22	<i>Cumberland County</i>	March Shipping
Africa-South— Cape Town..... Port Elizabeth..... East London..... Durban.....	January 10-22	<i>Cumberland County</i>	March Shipping
Argentina— Buenos Aires..... Buenos Aires..... Buenos Aires..... Buenos Aires.....	January 15-16 January 24-29 February 9-13 February 18-23	<i>Mormacyork</i> <i>Beacon Grange</i> <i>Bowplate</i> <i>Brazilian Prince</i>	Montreal Shipping Furness Withy Cunard Donaldson Furness Withy
Belgian Congo— Matadi.....	January 10-22	<i>Cumberland County</i>	March Shipping
Belgium— Antwerp..... Antwerp..... Antwerp.....	January 15-20 January 17-21 January 24	<i>Saint Marcouf</i> <i>Danaholm</i> <i>*Beavercove (r)</i>	Furness Withy Swedish American Canadian Pacific
Brazil— Rio de Janeiro..... Santos..... Santos.....	(January 15-16 January 24-29 February 9-13 February 18-23	<i>Mormacyork</i> <i>Beacon Grange</i> <i>Bowplate</i> <i>Brazilian Prince</i>	Montreal Shipping Furness Withy Cunard Donaldson Furness Withy
Celebes— Macassar.....	January 18-22	<i>Celebes</i>	Cunard Donaldson
Ceylon— Colombo..... Colombo..... Colombo.....	January 20-30 January 28 February 15-25	<i>Bayside</i> <i>Jalakala</i> <i>Cliffside</i>	March Shipping Robert Reford March Shipping
China— Shanghai.....	February 5-7	<i>Agamemnon</i>	Cunard Donaldson
Cuba— Santiago..... Santiago.....	January 15-18 February 4-7	<i>Lake Traverse</i> <i>Dufferin Bell</i>	Pickford and Black Pickford and Black
Denmark— Copenhagen.....	January 17-21	<i>Danaholm</i>	Swedish American
Dominican Republic— Ciudad Trujillo....	February 4-7	<i>Dufferin Bell</i>	Pickford and Black

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
Finland— Helsinki.....	January 17-21	<i>Danaholm</i>	Swedish American
France— Marseilles.....	January 18-24	<i>Capo Vita</i>	Furness Withy
Le Havre.....	January 15-20	<i>Saint Marcouf</i>	Furness Withy
Le Havre.....	January 17-21	<i>Danaholm</i>	Swedish American
Germany— Hamburg.....	January 17-21	<i>Danaholm</i>	Swedish American
Bremen.....			
Haiti— Port au Prince.....	February 4-7	<i>Dufferin Bell</i>	Pickford and Black
Hong Kong.....	January 20-30	<i>Bayside</i>	March Shipping
	February 5-7	<i>Agamemnon</i>	Cunard Donaldson
	February 15-25	<i>Cliffside</i>	March Shipping
India and Pakistan— Karachi.....	January 20-30	<i>Bayside</i>	March Shipping
Bombay.....			
Madras.....	January 28	<i>Jalakala</i>	Robert Reford
Calcutta.....	January 15-25	<i>Cliffside</i>	March Shipping
Cochin.....	January 28	<i>Jalakala</i>	Robert Reford
Italy— West Coast Ports...	January 18-24	<i>Capo Vita</i>	Furness Withy
Malaya— Penang.....	January 17-20	<i>Steel Scientist</i>	Isthmian Steamships
Port Swettenham..	January 18-22		
Netherlands East Indies— Batavia.....	January 18-22	<i>Celebes</i>	Cunard Donaldson
Samarang.....			
Soerabaya.....			
Cheribon.....			
Batavia.....	January 17-20	<i>Steel Scientist</i>	Isthmian Steamships
Soerabaya.....			
Belawan-Deli.....			
Netherlands— Amsterdam.....	January 17-21	<i>Danaholm</i>	Swedish American
Rotterdam.....			
Newfoundland— St. John's.....	January 8-11	<i>Wellington Kent</i>	Newfoundland Canada
St. John's.....	January 10-11	<i>Atlantic Charter</i>	Montreal Shipping
St. John's.....	January 11-14	<i>Fort Amherst</i>	Furness Withy
St. John's.....	January 12-15	<i>Mayhaven</i>	Shaw Steamships
St. John's.....	January 17	<i>Island Connector</i>	Clarke Steamships
St. John's.....	January 17-20	<i>Blue Cloud</i>	Montreal Shipping
St. John's.....	January 17-20	<i>Wellington Kent</i>	Newfoundland Canada
St. John's.....	January 18-21	<i>Tudor Prince</i>	Furness Withy
St. John's.....	January 20-24	<i>Mayhaven</i>	Shaw Steamships
St. John's.....	January 21-24	<i>Nova Scotia (r)</i>	Furness Withy
St. John's.....	January 25-28	<i>Wellington Kent</i>	Furness Withy
St. John's.....	January 26	<i>Island Connector</i>	Clarke Steamships
St. John's.....	January 28-31	<i>Fort Townshend</i>	Furness Withy
Norway— Oslo.....	January 17-21	<i>Danaholm</i>	Swedish American
Kristiansand.....			
Stavanger.....			
Bergen.....			
Philippines— Manila.....	February 5-7	<i>Agamemnon</i>	Cunard Donaldson
Poland— Gdynia.....	January 17-21	<i>Danaholm</i>	Swedish American
Gdansk.....			

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
St. Pierre-Miquelon	{January 10-11 January 23-25	<i>Atlantic Charter</i> <i>Atlantic Charter</i>	Montreal Shipping Montreal Shipping
Singapore	{January 17-20 January 18-22	<i>Steel Scientist</i> <i>Celebes</i>	Isthmian Steamships Cunard Donaldson
Sweden— Malmö.....	January 17-21	<i>Danaholm</i>	Swedish American
Gothenburg.....			
Norrköping.....			
Stockholm.....			
United Kingdom— Avonmouth.....	February 1-7	<i>Montreal City</i>	Furness Withy
Swansea.....			
Bristol.....	January 17-22	<i>Boston City</i>	Furness Withy
Swansea.....			
Liverpool.....	January 21-24	<i>Nova Scotia</i> (r)	Furness Withy
Liverpool.....	January 23-27	<i>Scythia</i> (r)	Cunard Donaldson
Liverpool.....	February 1-2	* <i>Empress of France</i> (r)	Canadian Pacific
Liverpool.....	February 4-9	<i>Ascania</i> (r)	Cunard Donaldson
Liverpool.....	February 7-10	<i>Newfoundland</i> (r)	Furness Withy
London.....	January 22-23	* <i>Beaver Cove</i> (r)	Canadian Pacific
London.....	January 29-30	* <i>Beaverdell</i> (r)	Canadian Pacific
London.....	February 26	<i>Samaria</i> (r)	Cunard Donaldson
Southampton.....	January 21	<i>Aquitania</i>	Cunard Donaldson
Uruguay— Montevideo.....	January 15-16	<i>Mormac York</i>	Montreal Shipping
Montevideo.....	January 24-29	<i>Beacon Grange</i>	Furness Withy
Montevideo.....	February 9-13	<i>Bowplate</i>	Cunard Donaldson
Montevideo.....	February 18-23	<i>Brazilian Prince</i>	Furness Withy
West Indies— Bermuda.....	January 17-20	<i>Fort Amherst</i>	Furness Withy
Jamaica.....	February 4-7	<i>Dufferin Bell</i>	Pickford and Black
Jamaica.....	{January 31 February 14	<i>Canadian Challenger</i> <i>Canadian Cruiser</i>	Canadian National Canadian National
Bahamas.....	{February 28	<i>Canadian Challenger</i>	Canadian National
Antigua.....	January 11-20 Jan. 25-Feb. 2 Jan. 25-Feb. 3 February 8-16 February 8-17 Feb. 22-Mar. 3 March 8-17	<i>A Ship</i> * <i>Lady Rodney</i> (r) <i>A Ship</i> <i>Canadian Constructor</i> (r) <i>A Ship</i> <i>A Ship</i> <i>A Ship</i>	Alcoa Steamships Canadian National Alcoa Steamships Canadian National Alcoa Steamships Alcoa Steamships Alcoa Steamships
Barbados.....			
Bermuda.....			
British Guiana.....			
Dominica.....			
Grenada.....			
Montserrat.....			
St. Kitts.....			
St. Lucia.....			
St. Vincent.....			
Trinidad.....			

Departures from Saint John

*Sails from Halifax a few days earlier.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenço Marques.....	January 31	<i>Thorshall</i>	Kerr Steamships
Beira.....			
Mombasa.....			
Africa East—Con. Lourenço Marques.....	January 15-26	<i>Cabano</i>	Elder Dempster
Beira.....			

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
Africa-South—			
Cape Town.....	January 15-26	<i>Cabano</i> <i>Thorshall</i>	Elder Dempster Kerr Steamships
Port Elizabeth.....			
East London.....	January 31		
Durban.....			
Australia—			
Brisbane.....	Late January	<i>Port Saint John</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Adelaide.....			
Belgium—			
Antwerp.....	January 14-21	<i>Marchcape</i> <i>Beaconsfield</i> <i>Hada County</i> <i>Pont Audemer</i> <i>Brant County</i> <i>Beckenham</i>	Montreal Shipping
Antwerp.....	January 20-30		Cunard Donaldson
Antwerp.....	January 22-30		Canada Steamships
Antwerp.....	February 10-15		Furness Withy
Antwerp.....	February 10-18		Canada Steamships
Antwerp.....	February 18-23		Cunard Donaldson
Ceylon—			
Colombo.....	January 15-20	<i>Langlegale</i> <i>City of Lichfield</i> <i>A Ship</i>	McLean Kennedy
Colombo.....	January 20-30		McLean Kennedy
Colombo.....	February 10-15		McLean Kennedy
Colombia—			
Barranquilla.....	January 21	<i>*Sunprince</i> <i>*Polykarp</i>	Saguenay Terminals
Barranquilla.....	February 3-5		Swedish American
Cuba—			
Santiago.....	February 1-2	<i>*Tunaholm</i> <i>Federal Trader</i>	Swedish American Federal Commerce
Havana.....			
Havana.....	January 21-25		
China—			
Shanghai.....	January 20-22	<i>City of Poona</i>	McLean Kennedy
Dominican Republic—			
Ciudad Trujillo.....	January 21	<i>*Sunprince</i>	Saguenay Terminals
Eire—			
Dublin.....	February 5	<i>Irish Hazel</i> <i>Lord O'Neill</i>	Shipping Limited McLean Kennedy
Cork.....			
Dublin.....	February 11-15		
France—			
Marseilles.....	January 24-28	<i>Capo Vita</i> <i>Capo Arma</i>	Furness Withy
Marseilles.....	February 15-20		Furness Withy
Le Havre.....	January 22-30	<i>Hada County</i> <i>Pont Audemer</i> <i>Brant County</i>	Canada Steamships
Le Havre.....	February 10-15		Furness Withy
Le Havre.....	February 10-18		Canada Steamships
Germany—			
Hamburg.....	January 14-21	<i>Marchcape</i> <i>Beaconsfield</i> <i>Beckenham</i>	Montreal Shipping
Hamburg.....	January 20-30		Cunard Donaldson
Hamburg.....	February 18-26		Cunard Donaldson
Greece—			
Piraeus.....	January 10-20	<i>Italo Marsano</i>	Montreal Shipping
Hong Kong.....	January 20-22	<i>City of Poona</i>	McLean Kennedy
India and Pakistan—			
Karachi.....	January 15-20	<i>Langlegale</i> <i>City of Lichfield</i> <i>A Ship</i>	McLean Kennedy
Bombay.....			McLean Kennedy
Madras.....			McLean Kennedy
Calcutta.....			McLean Kennedy
Cochin.....			McLean Kennedy
Chittagong.....	February 10-15		
Italy—			
Genoa.....	January 10-20	<i>Italo Marsano</i> <i>Capo Vita</i> <i>Capo Arma</i>	Montreal Shipping
Naples.....			Furness Withy
West Coast Ports.....	January 24-28 February 15-20		Furness Withy

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
Mediterranean— Central and Western Areas.....	January 10-20	<i>Italo Marsano</i>	Montreal Shipping
Mexico— Veracruz.....	January 21-25	<i>Federal Trader</i>	Federal Commerce
Progreso.....			
Veracruz.....	February 1-2	* <i>Tunaholm</i>	Swedish American
Netherlands— Rotterdam.....	January 20-30	<i>Beaconsfield</i>	Cunard Donaldson
Amsterdam.....	January 22-30	<i>Hada County</i>	Canada Steamships
	February 10-18	<i>Brant County</i>	Canada Steamships
	February 18-26	<i>Beckenham</i>	Cunard Donaldson
Rotterdam.....	January 14-21	<i>Marchape</i>	Montreal Shipping
Netherlands West Indies— Curacao.....	January 21	* <i>Sunprince</i>	Saguenay Terminals
Curacao.....	February 3-5	* <i>Polykarp</i>	Swedish American
New Zealand— Auckland.....	Mid-January	<i>Port Quebec</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttleton.....			
Dunedin.....			
Northern Ireland— Belfast.....	Jan. 31-Feb. 4	<i>Ramore Head</i>	McLean Kennedy
Belfast.....	February 10-14	<i>Fanad Head</i>	McLean Kennedy
Norway— Oslo.....	January 19-21	<i>Ranenfjord</i>	March Shipping
Kristiansand.....			
Stavanger.....			
Bergen.....			
Palestine— Tel Aviv.....	January 22	<i>Tricape</i>	Shipping Limited
Haifa.....			
Philippines— Manila.....	January 20-22	<i>City of Poona</i>	McLean Kennedy
Portugal— Lisbon.....	January 10-20	<i>Italo Marsano</i>	Montreal Shipping
Puerto Rico— San Juan.....	February 3-5	* <i>Polykarp</i>	Swedish American
Singapore.....	January 20-22	<i>City of Poona</i>	McLean Kennedy
Syria— Beirut.....	January 10-20	<i>Italo Marsano</i>	Montreal Shipping
United Kingdom— Avonmouth.....	January 16-25	<i>Dorelian (r)</i>	Cunard Donaldson
Newport.....			
Glasgow.....	Jan. 26-Feb. 3	<i>Lismoria (r)</i>	Cunard Donaldson
Glasgow.....	February 14-21	<i>Moveria (r)</i>	Cunard Donaldson
Hull.....	January 10-15	<i>Bassano (r)</i>	McLean Kennedy
Hull.....	January 22-26	<i>Consuelo (r)</i>	McLean Kennedy
Hull.....	February 11-15	<i>Bassano (r)</i>	McLean Kennedy
Hull.....	February 21-25	<i>Consuelo (r)</i>	McLean Kennedy
Liverpool.....	Jan. 26-Feb. 2	<i>Asia (r)</i>	Cunard Donaldson
Liverpool.....	Jan. 31-Feb. 4	<i>Ramore Head</i>	McLean Kennedy
Liverpool.....	February 10-14	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	February 11-15	<i>Lord O'Neill</i>	McLean Kennedy
Liverpool.....	Feb. 25-Mar. 4	<i>Sibley Park</i>	Cunard Donaldson
London.....	January 12-17	<i>Beaverbrae</i>	Canadian Pacific
London.....	January 16-23	<i>Valacia (r)</i>	Cunard Donaldson

Departures from Saint John—Concluded

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Con.			
London.....	January 23-31	<i>Arabia</i> (r)	Cunard Donaldson
London.....	February 16-23	<i>Fort Musquarro</i> (r)	Cunard Donaldson
Manchester.....	January 19-22	<i>Manchester Regiment</i> (r)	Furness Withy
Manchester.....	January 26-29	<i>Manchester Progress</i> (r)	Furness Withy
Manchester.....	February 2-5	<i>Manchester Trader</i> (r)	Furness Withy
Avonmouth.....	February 1-8	<i>Norwegian</i>	Cunard Donaldson
Avonmouth.....	February 16-23	<i>Delilian</i>	Cunard Donaldson
Leith.....	January 12-17	<i>Cairnvalona</i>	Furness Withy
Newcastle.....	Jan. 31-Feb. 5	<i>Cairnavon</i>	Furness Withy
Venezuela—			
La Guaira.....	February 3-5	<i>*Polykarp</i>	Swedish American
Puerto Cabello.....			
Maracaibo.....			
La Guaira.....	January 21	<i>*Sunprince</i>	Saguenay Terminals
Maracaibo.....			
West Indies—			
Jamaica.....	February 1-2	<i>*Tunaholm</i>	Swedish American

Departures from Vancouver

Ships listed under "Departure from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques..	January 3-20	<i>Lake Shawnigan</i>	North Pacific Shipping
Africa-South—			
Walvis Bay.....	January 3-20	<i>Lake Shawnigan</i>	North Pacific Shipping
Cape Town.....			
Port Elizabeth.....			
East London.....			
Durban.....			
Argentina—			
Buenos Aires.....	March 7	<i>Falkanger</i>	Empire Shipping
Australia—			
Sydney.....	February 12	<i>Mongabarra</i>	Empire Shipping
Melbourne.....			
Adelaide.....			
Belgium—			
Antwerp.....	February 15	<i>Pont Leveque</i>	Empire Shipping
Brazil—			
Rio de Janeiro.....	March 7	<i>Falkanger</i>	Empire Shipping
Santos.....			
Canal Zone—			
Balboa.....	January 30	<i>Don Aurelio</i>	Empire Shipping
Ceylon—			
Colombo.....	January 21-22	<i>A Ship</i>	Canadian Blue Star
Colombo.....	February 10	<i>Høegh Silverspray</i>	Dingwall Cotts
Chile—			
Antofagasta.....	March 7	<i>Falkanger</i>	Empire Shipping
Valparaiso.....			
China—			
Shanghai.....	February 21	<i>Kookaburra</i>	Empire Shipping

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent	
Colombia—				
Buenaventura.....}	January 30	<i>Don Aurelio</i>	Empire Shipping	
Barranquilla.....}	Mid-February	<i>Glimmaren</i>	Empire Shipping	
Costa Rica—				
Puntarenas.....}	January 30	<i>Don Aurelio</i>	Empire Shipping	
Puntarenas.....}	Mid-February	<i>Glimmaren</i>	Empire Shipping	
El Salvador—				
La Libertad.....}	January 30	<i>Don Aurelio</i>	Empire Shipping	
La Libertad.....}	Mid-February	<i>Glimmaren</i>	Empire Shipping	
France—				
Le Havre.....	February 15	<i>Pont Leveque</i>	Empire Shipping	
Guatemala—				
San Jose.....}	January 30	<i>Don Aurelio</i>	Empire Shipping	
San Jose.....}	Mid-February	<i>Glimmaren</i>	Empire Shipping	
Hong Kong.....	February 21	<i>Kookaburra</i>	Empire Shipping	
India and Pakistan—				
Bombay.....}	February 10	<i>Höegh Silverspray</i>	Dingwall Cotts	
Karachi.....}				
Madras.....}	February 5	<i>Silverguava</i>	Dingwall Cotts	
Calcutta.....}				
Netherlands—				
Amsterdam.....}	February 15	<i>Pont Leveque</i>	Empire Shipping	
Rotterdam.....}				
Netherlands East Indies—				
Batavia.....}	February 5	<i>Silverguava</i>	Dingwall Cotts	
Samarang.....}				
Soerabaya.....}	February 10	<i>Höegh Silverspray</i>	Dingwall Cotts	
Cheribon.....}				
Nicaragua—				
Corinto.....	January 30	<i>Don Aurelio</i>	Empire Shipping	
Palestine—				
Tel-Aviv.....}	Jan.-Feb.	<i>A Ship</i>	Empire Shipping	
Haifa.....}				
Persian Gulf.....	February 10	<i>Höegh Silverspray</i>	Dingwall Cotts	
Peru—				
Callao.....}	March 7	<i>Falkanger</i>	Empire Shipping	
Mollendo.....}				
Philippines—				
Manila.....}	February 5	<i>Silverguava</i>	FDingwall Cotts	
Iloilo.....}				
Manila.....}	January 21-22	<i>A Ship</i>	Canadian Blue Star	
Manila.....}	February 10	<i>Höegh Silverspray</i>	Dingwall Cotts	
Cebu.....}	February 21	<i>Kookaburra</i>	Empire Shipping	
Singapore.....	January 20-21	<i>A Ship</i>	Canadian Blue Star	
United Kingdom—				
Liverpool.....}	Late February January 6-21 Jan. 18-Feb. 4 Jan. 26-Feb. 10	<i>Pacific Enterprise</i>	Furness Withy	
Manchester.....}		<i>Lake Kootenay</i>	Empire Shipping	
Unstated Ports.....		<i>Lake Kamloops</i>	Anglo Canadian	
		<i>Lake Chilliwack</i>	Anglo Canadian	
Uruguay—				
Montevideo.....	March 7	<i>Falkanger</i>	Empire Shipping	
Venezuela—				
Puerto Cabello.....}	January 30	<i>Don Aurelio</i>	Empire Shipping	
La Guaira.....}	Mid-February	<i>Glimmaren</i>	Empire Shipping	
Maracaibo.....}				

Foreign Trade Service Abroad

Cable address:—*Canadian, unless otherwise shown.*

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. BROWN, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.

Territory includes Uruguay and Paraguay.

Buenos Aires—W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

Australia

Sydney—C. M. CROFT, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Melbourne—F. W. FRASER, Commercial Secretary for Canada, 83 William Street.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. AUSMAN, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.

Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 46 rue Montoyer.

Brazil

Rio de Janeiro—MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy, Ed. Metropole, Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—J. C. DEPOCAS, Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—E. H. MAGUIRE, Acting Commercial Secretary, Canadian Embassy, Bank of London and South American Building. Address for letters: Casilla 771.

Territory includes Bolivia.

China

Shanghai—L. M. COSGRAVE, Commercial Counsellor for Canada, 27 The Bund. Postal District (0).

Colombia

Bogotá—H. W. RICHARDSON, Acting Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—Office of the Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. BOYER, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria and Iran.

France

Paris—J. P. MANION, Commercial Secretary, Canadian Embassy. Address for letters: 3 rue Scribe.

Territory includes Algeria, French Morocco and Tunisia.

Paris—J. H. TREMBLAY, Commercial Secretary (Agricultural Specialist), Canadian Embassy, 3 rue Scribe.

Territory includes Belgium, Denmark, France and the Netherlands.

Germany

Frankfurt—B. J. BACHAND, Canadian Economic Representative, Canadian Consulate, Economic Section, 145 Fuerstenbergerstrasse, Frankfurt am Main, A.P.O. 757, U.S. Army.

Cable address, *Canadian Frankfurt/Main.*

Greece

Athens—T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.

Foreign Trade Service Abroad—Continued

Guatemala

Guatemala City—C. B. BIRKETT, Canadian Government Trade Commissioner, Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

Hong Kong—K. F. NOBLE, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

India

New Delhi—RICHARD GREW, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 11.

Bombay—C. R. GALLOW, Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Italy

Rome—R. G. C. SMITH, Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.

Territory includes Malta, Yugoslavia and Libya.

Jamaica

Kingston—M. B. PALMER, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

Mexico

Mexico City—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. LANGLEY, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

Newfoundland

St. John's—R. CAMPBELL SMITH, Commercial Secretary, Office of the High Commissioner for Canada, Circular Road.

New Zealand

Wellington—P. V. McLANE, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 1660.

Territory includes Fiji and Western Samoa.

Wellington—Dr. W. C. HOPPER, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Post Office Box 1660.

Norway

Oslo—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

Pakistan

Karachi—R. K. THOMSON, Acting Canadian Government Trade Commissioner, The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.

Territory includes Afghanistan.

Peru

Lima—C. J. VAN TIGHEM, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

Portugal

Lisbon—L. S. GLASS, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

Territory includes Federation of Malaya, North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

South Africa

Johannesburg—S. V. ALLEN, Commercial Secretary for Canada, Mutual Building, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.

Cable address, Cantracom.

Foreign Trade Service Abroad—*Concluded*

Cape Town—S. G. TREGASKES, Acting Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.

Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.

Cable address, Cantracom.

Sweden

Stockholm—F. H. PALMER, Commercial Counsellor, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.

Territory includes Finland.

Switzerland

Berne—YVES LAMONTAGNE, Commercial Counsellor, Canadian Legation, Thunstrasse 95.

Territory includes Austria, Czechoslovakia and Hungary.

Trinidad

Port-of-Spain—T. G. MAJOR, Canadian Government Trade Commissioner, Colonial Life Insurance Building. Address for letters: Post Office Box 125.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Turkey

Ankara—G. F. G. HUGHES, Acting Commercial Secretary, Canadian Embassy, 211 Ayrancı Bacları, Kavaklıdere.

United Kingdom

London—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).

Cable address, Sleighing, London.

London—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Cantracom, London.

London—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Timcom, London.

Liverpool—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England and Wales.

Glasgow—J. L. MUTTER, Canadian Government Trade Commissioner, 200 St. Vincent Street.

Territory covers Scotland and Iceland.

Cable address, Cantracom.

Belfast—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.

Territory covers Northern Ireland.

United States

Washington—J. H. ENGLISH, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

Washington—G. R. PATERSON, Agricultural Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Centre.

Territory includes Bermuda.

Cable address, Cantracom.

Detroit—J. J. HURLEY, Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit 26, Michigan.

Chicago—EDMOND TURCOTTE, Consul-General of Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

Los Angeles—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

San Francisco—HARRY A. SCOTT, Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street, San Francisco.

Venezuela

Caracas—J. A. STILES, Acting Canadian Government Trade Commissioner. Address for letters: Canadian Consulate General, 8° Piso, Edificio America, Esq. Veroes.

Territory includes Netherlands West Indies.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Dec. 28	Nominal Quotations Jan. 3
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2080	.2065
Australia.....	Pound	....	3.2240	3.2240
Belgium and Belgian Congo.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzerio	....	.0544	.0544
Chile.....	Peso	Off.	.0517	.0517
		Export	.0322	.0322
Colombia.....	Peso	....	.5714	.5128
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2083	.2083
Ecuador.....	Suere	....	.0740	.0740
Egypt.....	Pound	....	4.1330	4.1330
Fiji.....	Pound	....	3.6306	3.6306
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	Off.	.0038	.0038
		Free	.0031	.0031
French Empire—African.....	Franc	....	.0076	.0076
French Pacific Possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2518	.2518
Iceland.....	Krona	....	.1541	.1541
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Ireland.....	Pound	....	4.0300	4.0300
Italy.....	Lira	....	.0017	.0017
Jamaica.....	Pound	....	4.0300	4.0300
Malaya.....	Dollar	....	.4701	.4701
Mexico.....	Peso	....	.1454	.1454
Netherlands.....	Florin	....	.3769	.3769
Netherlands East Indies.....	Florin	....	.3769	.3769
Netherlands West Indies.....	Florin	....	.5302	.5302
New Zealand.....	Pound	....	4.0300	4.0300
Norway.....	Krone	....	.2015	.2015
Pakistan.....	Rupee	....	.3022	.3022
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1538	.1538
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Sweden.....	Krona	....	.2783	.2783
Switzerland.....	Franc	....	.2336	.2336
Turkey.....	Lira	....	.3571	.3571
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5618	.5618
Venezuela.....	Bolivar	....	.2985	.2985

Trade Publications Available

ABC of Canadian Export Trade

Prepared by Export Division, Foreign Trade Service. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents a copy in Canada and 50 cents for delivery abroad.

Canada—Butcher, Baker, Grocer

Brochure, illustrating the extent to which foodstuffs are being shipped to the United Kingdom, prepared for distribution at the Dairy Show, in London, England, and to the provision trade in Great Britain. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Export Timbers

Brochure, illustrating and describing Canadian woods available for export, prepared for distribution at Building Trades Exhibition, in Manchester, England. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents.

Canadian Furs

Brochure, pertaining primarily to ranched furs, prepared for distribution at International Fur and Leather Fair, in Basle, Switzerland. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Certified Seed Potatoes

Folder, illustrating varieties most suitable for shipment to other countries, prepared for distribution abroad in an effort to stimulate export sale of seed potatoes. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Eighty Years of Foreign Trade

Reprint of article in *Canadian Geographical Journal*, which reviews development of Canada's trade between 1867 and 1947. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Economic Reviews

Reports on the following countries, reproduced originally in the *Commercial Intelligence Journal* and *Foreign Trade*: Argentina, Australia, British West Indies and British Guiana, Central America, Colombia and Venezuela, French North Africa, India, Iran, New Zealand. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Special Articles

Articles on the following subjects, published in *Foreign Trade*, have been reprinted in pamphlet form, and may be obtained from the Publicity Division, Foreign Trade Service, Ottawa:

- Assistance Available from Trade Commissioners
- Canadian Port Facilities Aid Foreign Trade
- European Recovery Program Related to Canadian Economy
- Foreign Import Controls and Exchange Regulations
- Import Control of Capital Goods Under Emergency Act
- Industrial Development in Canada
- Influence of Geography on Import Trade
- Production of Sports Equipment in Canada
- Trade Procedure for American and British Zones in Germany

Trade Bulletins and Reports

Detailed information on foreign trade is compiled by Dominion Bureau of Statistics, being issued on a monthly, quarterly and annual basis. The Dominion Statistician is also responsible for compilation of the *Canada Year Book*, the *Canada Handbook*, the *Canadian Statistical Review* and commodity reports. Catalogue of publications obtainable from Information Service, Dominion Bureau of Statistics, Ottawa.

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KING'S PRINTER AND CONTROLLER OF STATIONERY
1949

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the world what you sell ...



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the world what you show ...

**AT THE
CANADIAN INTERNATIONAL
TRADE FAIR**

TORONTO...MAY 30 - JUNE 10, 1949

For all information
concerning the
**CANADIAN INTERNATIONAL
TRADE FAIR**

consult

Address of resident Canadian
Trade Representative
or write to

Administrator, Canadian
International Trade Fair,
Exhibition Grounds,
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TORONTO CANADA**

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